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October 19, 2015

HAND DELIVERY

Mr. Christopher Tracy  
Boston Redevelopment Authority  
One City Hall Square, 9th Floor  
Boston, MA 02201-1007

Re: Development Plan for Planned Development Area No. 103, South Boston, Massachusetts

Dear Chris:

In accordance with Section 80C-5 of the Boston Zoning Code (the "Code"), and on behalf of DJ Properties (the "Proponent"), I enclose for filing ten (10) copies of a Development Plan for Planned Development Area No. 103 (the "PDA Plan"). I also enclose one (1) copy of the public notice that the Proponent will place in the Boston Herald within the next five days, as required by Section 80A-2 of the Code. We have also submitted an electronic copy of the PDA Plan Amendment to you by e-mail concurrently with delivery of the enclosed hard copies.

We look forward to working with you toward the Authority's approval of the PDA Plan.

Very truly yours,

A handwritten signature in black ink, appearing to read "Yanni Tsipis", with a long horizontal stroke extending to the right.

Yanni Tsipis  
Senior Vice President

Enclosures

cc: (with enclosures; by e-mail)

Mr. Timothy Mackie  
Mr. Joseph Hanley, Esq.

**PUBLIC NOTICE**

The Boston Redevelopment Authority ("BRA"), pursuant to Section 80A-2 and 80C-5 of the Boston Zoning Code, hereby gives notice that a Development Plan for Planned Development Area No. 103 (the "Development Plan") was submitted to the BRA on October 19, 2015 by DJ Properties. The Development Plan would allow for the construction of a project known as Washington Village, whose components would be located at 235 Old Colony Avenue (the "Project") in the South Boston district of Boston.

The Project contains approximately 656 dwelling units and approximately 98,600 square feet of retail space to be located at 235 Old Colony Avenue and approximately 565 parking spaces. The Project will also include the creation of numerous public realm improvements, several new streets, and approximately half an acre of green space serving the surrounding neighborhood. The Project is also subject to Large Project Review under Article 80B of the Boston Zoning Code.

Approval is requested of the BRA pursuant to Article 80C-5.4 of the Boston Zoning Code for the Development Plan and for the subsequent submission of a petition by the BRA Director to the Boston Zoning Commission to approve the Development Plan and related amendments to the Boston Zoning Code.

The Development Plan may be reviewed in the office of the Secretary of the BRA, Room 910, Boston City Hall, Boston, MA 02201, between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the Development Plan should be submitted in writing to Christopher Tracy, Project Manager, One City Hall Square, Boston, MA 02201, within 45 days of the date of this notice or by December 7, 2015.

BOSTON REDEVELOPMENT AUTHORITY  
Teresa Polhemus, Executive Director / Secretary

Oct 20

**DEVELOPMENT PLAN**  
**FOR**  
**PLANNED DEVELOPMENT AREA NO. 103**  
**WASHINGTON VILLAGE / 235 OLD COLONY AVENUE**  
**SOUTH BOSTON NEIGHBORHOOD, BOSTON**

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**DEVELOPMENT PLAN**  
**FOR**  
**PLANNED DEVELOPMENT AREA NO. 103**  
**WASHINGTON VILLAGE / 235 OLD COLONY AVENUE**  
**SOUTH BOSTON NEIGHBORHOOD, BOSTON**

**Dated: October 19, 2015**

**1. The Development Plan.** Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston, Massachusetts, as amended (as so amended, the “Zoning Code”), this plan constitutes a Planned Development Area Development Plan (the “PDA Plan”) for the development of two parcels of land at the corner of Old Colony Avenue and Dorchester Street in the South Boston Neighborhood of Boston, Massachusetts together comprising approximately 4.89 acres of land (such land, the “Project Site”). The entirety of the Project Site is located within the Planned Development Area to be governed by this PDA Plan. The Project Site is legally described in Exhibit A-1 attached hereto and shown on the plan dated September 25, 2015, entitled “Proposed Planned Development Area Overlay District, 235 Old Colony Avenue, South Boston, Massachusetts” prepared by Nitsch Engineering, a copy of which is attached hereto as Exhibit B-1 (the “Survey”).

This Plan consists of 10 pages of text plus the attachments designated as Exhibit A-1 through Exhibit F. All references herein to “this PDA Plan” refer to such pages and exhibits. Capitalized terms used but not defined in this PDA Plan are as defined in Article 2A of the Zoning Code as in effect on the date hereof.

This PDA Plan describes eight (8) proposed new building projects (each a “Proposed Project” and collectively, the “Proposed Projects” or the “Development”) to be located on the Project Site. Each of the Proposed Projects within the Development is discussed in detail below. This PDA Plan sets forth the proposed location, appearance and dimensions of the structures to be constructed, the open space and landscape improvements to be undertaken, the proposed uses and densities at the Proposed Projects, the proposed traffic circulation and access to nearby public transportation resources, the public benefits of the Proposed Projects, and the means by which the applicable Proposed Projects will adhere to the green building standards promulgated by the City of Boston pursuant to Article 37 of the Zoning Code. This PDA Plan also describes the history of the Project Site and its planning/urban design context.

**2. The Proponent.** The proponent is DJ Properties LLC (“Proponent” or “Owner”), a Massachusetts limited liability corporation that owns the Project Site in its entirety.

The Proponent has filed a Statement of Beneficial Interests with the Boston Redevelopment Authority (“BRA”), the City of Boston Zoning Commission, and the Boston City Clerk as required by Section 80B-8 of the Zoning Code.

**3. The Project Site/PDA Area.** The Project Site consists of 5 contiguous parcels and 1 non-contiguous parcel of land comprising in total 22 tax lots and 213,076+/- square feet of land area, and is generally bounded by properties of others fronting on Dorchester Avenue to the west, Dorchester Street to the east, Old Colony Avenue to the northeast, Damrell Street to the north, and Tuckerman Street, Middle Street, and residential and commercial properties of others to the south. The Project Site includes existing surface parking, one- to two-story industrial and commercial buildings, and vacant site area. For the purposes of this PDA Plan, the Project Site is considered to comprise 2 non-contiguous Lots, as shown on the PDA Area Plan attached hereto and incorporated herein as Exhibit B-1. Upon approval of this PDA Plan, the entirety of the Project Site, all of which is owned by the Proponent, will be located within the Planned Development Area governed by this PDA Plan, and will comprise the PDA Area. The PDA Area currently contains approximately 192,000 square feet of existing obsolete and largely vacant structures, an FAR of approximately 0.9, and lot coverage of approximately 57%. No publicly accessible open space exists on the PDA Area in its existing condition.

**4. The Proposed Projects.** The Proponent proposes the development of eight new building projects to enable the Proponent to further the City of Boston’s policy objective to create new housing opportunities, neighborhood open space amenities, and retail opportunities in the city’s neighborhoods. The eight Proposed Projects (hereinafter referred to as Buildings “A” through “H,” inclusive, all of which are shown on the Site and Traffic Circulation Plan (Final Condition) attached to this PDA Plan as Exhibit C-2) are as follows:

(a) Building A: Located at the intersection of Dorchester Street and Old Colony Avenue, this six story retail and residential building will include ground and second floor retail and approximately 64 residential units in the upper floors. On the south side of the building will be a new landscaped open space, referred to as “The Green” that will provide for recreational opportunities and a pleasant aesthetic for possible sidewalk dining. To the west of the building will be a courtyard, also able to include areas for sidewalk dining, and pedestrian pathway that will connection Old Colony Avenue to Alger Street and Tuckerman Street.

(b) Building B: Located immediately west of Building A, separated by a landscaped and hardscaped pedestrian pathway, a courtyard, and a plaza, this retail and residential building will also include ground floor retail and five floors with approximately 60 residential units above.

(c) Building C: Located to the west of Building B and separated from Building B by a new road, this retail, residential, and structured parking building will include ground floor retail suitable for a retail anchor, with

four levels of parking above the retail, and approximately 205 residential dwelling units located in two structures above the parking levels, one with 8 stories above the parking and one with 12 stories above the parking. The development of this building is contemplated to be undertaken on an approximately 44,100 square foot project site shown as the Building C Parcel on the plan attached hereto as Exhibit B-2 and which site is legally described in Exhibit A-2 (the “Building C Parcel”).

(d) Building D: Located to the west of Building C and separated from Building C by a pedestrian plaza, this retail, residential, and structured parking building will include ground floor parking with three levels of structured parking above. Above the structured parking will be 20 levels of residential units comprising approximately 249 residential dwelling units. The development of this building is contemplated to be undertaken on an approximately 38,370 square foot project site shown as the Building D Parcel on the plan attached hereto as Exhibit B-2 and which site is legally described in Exhibit A-3 (the “Building D Parcel”).

(e) Building E: Located south of Alger Street, south of Buildings B and C, this retail and residential building will include basement, ground, and second floor retail and up to up to three floors of residential above providing approximately 46 residential dwelling units. To the south of the building on the east side will be a landscaped open space.

(f) Building F: Located to the east, across a pedestrian plaza, from Building E, this retail and residential building will include ground floor retail and two floors with approximately 8 residential dwelling units located above.

(g) Building G: Located south of Building E and fronting Middle Street, this building will include ground floor parking with two levels of residential space with approximately 6 residential dwelling units located above.

(h) Building H: Located north of Old Colony Avenue across from Building A, this retail and residential building will include ground floor retail and three floors with approximately 18 residential dwelling units located above. This building is the only building not contiguous with the rest of the Proposed Projects located within the PDA Area.

In total, the Development will include approximately 98,600 square feet of retail space, approximately 656 residential dwelling units and approximately 565 parking spaces, including approximately 75 street spaces within the site boundaries, as well as new streets, pedestrian paths, plazas, and landscaped open spaces.

**5. General Description of Proposed Development and Use Allocation.** The uses proposed to exist on within the entirety of the PDA Area generally include Residential Uses, Retail Uses, Service Uses, and uses accessory and ancillary thereto, including parking. A table of uses allowed within the PDA Area is included as Exhibit E; all Allowed or Conditional uses established pursuant to the underlying zoning districts within the PDA Area shall be Allowed within the PDA Area.

**6. Zoning.** The Project Site is located primarily within the M-2 district as shown on Map 4 of the Boston Zoning Maps, with a small portion of the project Site located within the H-1-50 district and a small portion of the Project Site located within the L-1 as shown on Map 4 of the Boston Zoning Maps. The Project Site is also located within the Restricted Parking Overlay District, as established by Section 3-1A.c of the Zoning Code. As shown on the Survey, the Project Site contains at least one acre, as required by Section 3-1A.a of the Zoning Code.

There are myriad dimensional requirements currently applicable to the Project Site under Article 13 of the Zoning Code. There is no stated Height restriction currently applicable to the majority of the Project Site, which is located in the existing M-2 district. This PDA Plan sets forth the use, dimensional, parking, loading, and other zoning requirements for the PDA Area, as follows:

- (a) Permitted Uses – All uses included in Exhibit E to this PDA Plan shall be Allowed uses within the PDA Area.
- (b) Accessory and Ancillary Uses – All accessory and ancillary uses customary or incidental to the foregoing shall be permitted, including without limitation, parking, and offices.
- (c) Maximum FAR (Overall Project Site/PDA Area) – 4.5
- (d) Maximum Building Height (Project Site exclusive of Building C and Building D) – 70 feet; provided that any mechanical equipment enclosures, building stories devoted primarily or entirely to mechanical use, roof wall, and mechanical equipment screens may have a height of up to 80 feet.
- (e) Maximum FAR (Building C Parcel) – 8.0.
- (f) Maximum FAR (Building D Parcel) – 8.0.
- (g) Maximum Building Height (Building C) – 215 feet; provided that that any mechanical equipment enclosures, building stories devoted primarily or entirely to mechanical use, roof wall, and mechanical equipment screens may have a height of up to 225 feet.
- (h) Maximum Building Height (Building D) – 280 feet; provided that that any mechanical equipment enclosures, building stories devoted primarily or entirely to mechanical use, roof wall, and mechanical equipment screens may have a height of up to 300 feet.

- (i) Parking – As set forth in this PDA Plan.
- (j) Loading – As set forth in this PDA Plan.
- (k) Rooftop Appurtenances and Equipment – Any inconsistent provisions of the Zoning Code notwithstanding, rooftop appurtenances, mechanical rooms and equipment at any or each of the Proposed Projects may comprise such area as is approved by the BRA pursuant to Articles 80B and 80C of the Zoning Code, as evidenced by the BRA’s issuance of a Certification of Consistency and Compliance for such Proposed Project pursuant to said Article 80B and Article 80C, respectively.
- (l) Project Signage – Exterior signage at any Proposed Project shall be as permitted by the BRA pursuant to Articles 80B and 80C of the Zoning Code, as evidenced by the BRA’s issuance of a Certification of Consistency and Compliance for such Proposed Project pursuant to said Article 80B and Article 80C, respectively.

**7. Planning Context/Objectives.** The Project Site is surrounded by existing light industrial and commercial office uses to the north and west, and residential uses to the south and east in a section of the South Boston neighborhood whose uses evolved over time without the benefit of an overall master plan or land use rationale. As a result, the existing buildings on the Project Site do not now and have never contributed significantly to the vitality of the overall South Boston residential community, and these buildings are currently functionally obsolete for their historic light industrial uses. The existing buildings located on the Project Site straddle much of the Project Site, blocking visual and physical access to and between the adjacent streets. The Project Site currently contains no useable open space and detracts rather than contributes to the public realm in South Boston.

More broadly, the Project Site is located in close proximity to public transportation offering excellent local and regional accessibility. The Project Site is also located in close proximity to a variety of recreational amenities serving area residents such as Joseph Moakley Park, a 58-acre green space with a variety of recreational infrastructure, as well as Carson Beach and Boston Harbor.

The Development is intended to create a major new nexus of economic, residential, recreational, and retail activity that will benefit the entire South Boston neighborhood and the City of Boston beyond. The Development is designed to be responsive to the City of Boston’s policy objective of adding 53,000 housing units by 2030 (this single project will achieve 1.2% of this important policy objective) and also to the ongoing Dorchester Avenue/Andrew Square Planning Initiative by creating a diverse array of 21<sup>st</sup> century uses on this centrally located urban site while maintaining and enhancing the residential character of much of the surrounding area.

**8. Proposed Location and Appearance of Structures.** The location of the Proposed Projects will be consistent with the Site and Traffic Circulation Plan (Final Condition) attached as Exhibit C-2. The schematic plans for the Proposed Projects are included within Exhibit D and will continue to evolve during the course of further design development as well as the design review process by the BRA pursuant to Article 80B of the Zoning Code. The architectural design of the Proposed Projects will be developed further prior to the construction

of those buildings, and those designs will be subject to further BRA design review, as well as the requirements of Articles 80B and 80E, respectively, of the Zoning Code, as may be applicable. Final architectural plans and specifications for all eight Proposed Projects (or portions thereof, as applicable) will be submitted to the BRA for approval. The issuance of a building permit for each of these Proposed Projects will occur after the issuance by the BRA, on a project-by-project basis, of a Certification of Consistency with this PDA Plan in accordance with Article 80C-8 of the Zoning Code, as well as Certifications of Compliance pursuant to Article 80B of the Zoning Code for Buildings A through E, inclusive, and a Certification of Approval pursuant to Article 80E of the Zoning Code for Buildings F through H, inclusive.

**9. Density and Dimensions of Proposed Improvements.** This PDA Plan seeks the approval of the Proposed Projects as described herein and shown on the schematic plans attached hereto as Exhibit D. After the development of the Proposed Projects, the Project Site will have an FAR of approximately 3.35; this PDA Plan seeks a maximum FAR of 3.5 for the Project Site/PDA Area, to allow for design refinements anticipated to occur during the design development and public agency design review process, and construction needs. This PDA Plan also seeks a maximum building height of 70' for the Project Site exclusive of the Building C Parcel and Building D Parcel. Building C, which is still in the conceptual stage of design, is expected to have a maximum building height of 214 feet and result in a maximum FAR of 7.5 for the Building C Parcel; this PDA Plan seeks a maximum building height of 215 feet and a maximum FAR of 8.0 for the Building C Parcel only, to allow for design refinements anticipated to occur during the design development and public agency design review process, and construction tolerances. Building D, which is still in the conceptual stage of design, is expected to have a maximum building height of 278 feet and result in a maximum FAR of 7.5 for the Building D Parcel; this PDA Plan seeks a maximum building height of 280 feet and a maximum FAR of 8.0 for the Building D Parcel only, to allow for design refinements anticipated to occur during the design development and public agency design review process, and construction tolerances. Each Proposed Project shall be deemed to be in conformity with the building height and density requirements of this PDA Plan provided that (i) it is constructed in accordance with the maximum FAR and maximum building height for the Project Site (or in the case of Building C and Building D, the maximum FAR and maximum building height for these structures) approved by this PDA Plan, and (ii) a Certification of Consistency is issued for such Proposed Project pursuant to Article 80C-8 of the Zoning Code.

**10. Proposed Traffic Circulation.** The Project Site is bounded by Damrell Street to the North, Old Colony Avenue to the northeast, Dorchester Street to the southeast, and local streets to the south and west. All of the streets serving the Project Site are City of Boston public ways. New curb cuts or modifications to existing curb cuts are proposed on Damrell and Dorchester Streets and Old Colony Avenue in connection with the Proposed Project's development. Alger Street, a Private Way open to public travel, will be extended through the Project Site over land owned by the Proponent as a private way to connect through to Dorchester Street, creating a major circulation axis and providing street frontage and major new public realm amenities for the Proposed Projects.

The Proponent has prepared transportation studies as part of the expanded Project Notification Form for the Proposed Projects submitted to the BRA pursuant to the Article 80B

Large Project Review process. The proposed vehicular and pedestrian circulation patterns are shown on the Site and Traffic Circulation Plan (Final Condition) attached to this PDA Plan as Exhibit C-2.

**11. Parking and Loading Facilities.** Two of the Proposed Projects involve the construction of new structured parking facilities. Building C will include an approximately four-level above-grade parking garage serving the residential uses throughout the Proposed Project. Building D will include an approximately 2-level above-grade parking garage as well as a single level of surface parking on the ground floor of the building. The parking in Building D will be shared between residential uses throughout the Proposed Project and retail uses located throughout the Project Site. Access to both of these parking structures will generally be provided from Damrell Street and/or one or more new lateral private ways that will be constructed in connection with the Proposed Project's development connecting Alger Street to Damrell Street.

In total, approximately 490 parking spaces will be located in structured parking facilities (inclusive of the surface parking to be constructed on the ground floor of Building D). In addition to these structured parking spaces, the Proposed Project will include approximately 75 surface spaces located on existing and new vehicular ways through the Project Site as shown generally on Exhibit C-2.

Because the Proposed Project is likely to be constructed on a phased basis, portions of the Project Site may be used as interim surface parking during construction of other portions of the Project Site. For example, it is contemplated that Buildings A, B, and C will constitute the initial phase(s) of construction; in this case it is likely that interim parking for these residential and retail uses may be located on the sites of future phases of the development until such time as these future phases are constructed. While the phasing of such interim parking is intended to be flexible, at no time will the parking ratio (inclusive of structured and/or surface spaces) for the aggregate development program on the Project Site be below 0.7 spaces per dwelling unit and 1.5 spaces per 1,000 square feet of retail space.

Loading operations for the Proposed Projects will be serviced from the Proposed Project's network of internal private streets and ways and no loading and service operations from surrounding public streets is anticipated. A dedicated loading bay in Building C serving the ground-floor retail space in Building C and the residential uses above is located at the western end of the structure. Loading zones will be appropriately marked in accordance with the Proposed Project's Transportation Access Plan Agreement (TAPA).

**12. Access to Public Transportation and Pedestrian Connections.** The Project Site has ready access to an array of public transportation services, including the MBTA Red Line rapid transit system (Andrew Square Station), and MBTA bus services serving the Andrew Square area.

There are public sidewalks adjacent to the Project Site on all surrounding public streets, which adjacent sidewalks will be expanded and improved in connection with the Proposed Projects' development along the Project Site's boundaries. The Proponent also intends to construct myriad new public sidewalks (located on privately owned streets and ways) in connection with the Proposed Projects' development, including the extension of Alger Street

through to Dorchester Street and several new lateral ways that divide the Project Site into defined development blocks to create greater pedestrian porosity through the project Site. These new through-site connection will be a mix of vehicular ways with pedestrian sidewalks on either side of the roadway or dedicated pedestrian areas that will significantly enhance the public realm in and around the Project Site.

**13. Open Space and Landscaping.** At the current time, there are no publicly accessible open spaces or landscaped areas on the entirety of the Project Site. The Proposed Projects will, in aggregate, create approximately 2.4 acres of publicly accessible open space, including streetscape, hardscape, and landscape areas within the Project Site. Upon completion of the Proposed Project, approximately 50% of the Project Site will be publicly accessible open space, and approximately 7% of the Project Site will be green landscaped area. A central publicly accessible green space is anticipated to be a focal point for the Proposed Project and will serve as an amenity for residents of the Proposed Project and a community gathering place for the surrounding South Boston community as well.

**14. Public Benefits.** The Proposed Projects are expected to provide numerous public benefits, including the following:

- Even after the development of each of the Proposed Projects, the Project Site will comprise approximately 50% open space, including The Green, several hardscaped pedestrian walkways and plazas, a pedestrian connection from Middle Street through to Old Colony Avenue, a new pocket park fronting on Middle Street, and other open space;
- Approximately 4,400 feet of new public sidewalk will be created or existing public sidewalk improved as part of the Proposed Project's construction;
- The Proposed Project's development will substantially enhance the City's real estate tax base;
- The Proposed Projects will collectively create a total of approximately 3000 annual full-time equivalent construction period jobs, as well as an estimated 250 new full-time jobs when fully occupied
- The Proposed Project will result in the construction of approximately 86 new Affordable Housing units at one or more locations to be determined in accordance with the City of Boston's Inclusionary Development Policy;
- Each of the Proposed Projects will have a sensitive and sustainable design that responds to its surrounding context and minimizes environmental impacts;
- The Proposed Project will dramatically improve the overall appearance of the Project Site and replace vacant, obsolete, and blighted light industrial



structures with a vibrant mixed-use nexus of community activity and housing opportunities; and

**15. Green Buildings.** Article 37 of the Zoning Code was promulgated to promote sustainable development in the City of Boston, and requires certain proposed projects to be “LEED Certifiable” (as defined in Section 37-2 of the Zoning Code); those projects include Buildings A through E, inclusive. Accordingly, such projects shall be planned, designed, and constructed to achieve at least the level “certified” using the most current applicable LEED building rating system promulgated by the U.S. Green Building Council, in compliance with Article 37 of the Zoning Code. The Proponent is committed to sustainable design for each of the Proposed Projects, and as the design progresses for each Proposed Project to which the requirements of Article 37 are applicable, the Proponent will file with the BRA such additional LEED information as is required under Article 37 and associated regulations. The Proponent will also explore means to ensure that Buildings F through H, inclusive are as sustainable as feasible, although Article 37 does not apply to these Proposed Projects.

**16. Other Approvals.** As noted above, the design of each of the Proposed Projects is subject to further design review by the BRA at the schematic design stage (to the extent not already undertaken as noted herein), design development stage, and construction drawings stage pursuant to the BRA’s Development Review Guidelines and Article 80B of the Zoning Code with respect to Buildings A through E, inclusive, and Article 80E of the Zoning Code with respect to Buildings F through H, inclusive. The Proposed Projects are undergoing concurrent review under the Massachusetts Environmental Protection Act (“MEPA”) through the Proponent’s filing with the MEPA Office, of an Environmental Notification Form. The demolition of the existing structures occupying the Project Site will be subject to Boston Landmarks Commission review under the provisions of Article 85 (Demolition Delay) of the Zoning Code. Aspects of each of the Proposed Projects will also require the approval of the Boston Water and Sewer Commission and may require the approval of other governmental agencies and authorities, such as the City of Boston Public Improvement Commission.

**17. Development Schedule.** Construction of the first phase of the Proposed Project is expected to take approximately 18 months and to commence in late 2016. This PDA Plan seeks approval for (i) construction of the Proposed Projects in multiple phases, which phases may proceed sequentially or simultaneously, or in one or more sub-phases to accommodate market conditions, construction logistics and staging arrangements, or other factors at the Proponent’s election; and (ii) interruptions between the completion of such phases or sub-phases and the commencement of construction of the next phase or sub-phase. Nothing in this PDA Plan shall be deemed to require the Proponent to undertake the Proposed Projects or to undertake the Proposed Projects in any specific sequence. The construction of each of the Proposed Projects will be dependent upon the availability of financing/funding and market conditions and other factors.

**18. Applicability, Compliance, and Phasing.** In accordance with Section 80C-8 of the Zoning Code, the consistency of any Proposed Project with this PDA Plan, as evidenced by the issuance by the BRA of one or more Certifications of Consistency therefor, constitutes compliance with the dimensional, density, use, parking, loading, green building, and other

requirements of the Zoning Code to the extent that such requirements have been addressed in this PDA Plan. Where any conflict exists between the provisions of this Development Plan and any provisions of the Zoning Code, the provisions of this Development Plan shall be dispositive.

For the purposes of this PDA Plan, the compliance of any single Proposed Project or multiple Proposed Projects within the PDA Area with the requirements of this PDA Plan shall not affect the compliance of any other Proposed Project or Proposed Projects with the provisions of this PDA Plan. In the future, the parcels comprising the Project Site may be consolidated and/or subdivided into one or more separate parcels. This PDA Plan seeks approval for any zoning nonconformity created or increased by the separation of ownership of the Project Site, or by the consolidation, subdivision, or re-subdivision of such parcels, provided that the appropriate use, dimensional/density, parking and loading requirements of this PDA Plan are met by the resulting parcel or parcels, including the Floor Area Ratio requirements set forth in Section 5 hereof. Furthermore, in the event that any parcel or parcels not currently included in the Project Site are added to the Project Site in the future, this PDA Plan shall be amended to reflect such addition, and such addition shall not affect the compliance of any Proposed Project or Proposed Projects with the provisions of this PDA Plan. Upon adoption of this PDA Plan, all uses and buildings, structures and other improvements existing or described in this PDA Plan shall be deemed to comply with the use, dimensional, parking, and loading requirements of the underlying zoning at the Project Site/PDA Area, and may be reconstructed after casualty, notwithstanding any provisions of the underlying zoning to the contrary, and without the requirement of further zoning relief.

**Exhibit A-1**

**Legal Description of Project Site/PDA Area**

A certain parcel of land located on the Southwesterly sideline of Damrell Street between Dorchester Avenue and Old Colony Avenue in Boston (South Boston District), Massachusetts, bounded and described as follows:

Beginning at a point of the intersection of the Northwesterly sideline of Dorchester Street and the Southwesterly sideline of Old Colony Avenue.

Thence turning S 48°03'08"W, a distance of 208.96 feet along said Northwesterly sideline of Dorchester Street an Eighty foot Public Right-of-Way to a point;

Thence turning and running N 34°49'24"W, a distance of 83.98 feet to a point;

Thence turning and running N 55°21'46"E, a distance of 1.00 feet to a point;

Thence turning and running N 34°29'20"W, a distance of 38.65 feet to a point;

Thence turning and running N 52°53'21"E, a distance of 20.71 feet to a point;

Thence turning and running N 63°47'10"W, a distance of 24.29 feet to a point;

Thence turning and running S 55°02'00"W, a distance of 69.80 feet to a point on the Northeasterly sideline of Tuckerman Street a Public variable width Right-of-Way;

Thence turning and running N 34°29'20"W, a distance of 85.56 feet along said Northeasterly sideline of Tuckerman Street to a point on the Northwesterly sideline of said Tuckerman Street;

Thence turning and running S 57°33'02"W, a distance of 77.05 feet along said Northwesterly sideline of Tuckerman Street to a point;

Thence turning and running N 34°30'44"W, a distance of 90.90 feet to a point;

Thence turning and running N 38°24'16"E, a distance of 40.77 feet to a point;

Thence turning and running N 63°21'56"W, a distance of 113.05 feet to a point;

Thence turning and running S 37°27'12"W, a distance of 106.81 feet a point on the Northeasterly sideline of Middle Street a Thirty foot Public wide Right-of-Way to a point;

Thence turning and running N 49°32'48"W, a distance of 55.00 feet along said Northeasterly sideline of Middle Street to a point;

Thence turning and running N 37°33'02"E, a distance of 93.06 feet to a point;

Thence turning and running N 63°46'18"W, a distance of 11.69 feet to a point;

Thence turning and running N 26°26'09"E, a distance of 104.24 feet to a point on the Northerly sideline of Alger Street a Forty foot wide Private Right-of-Way;

Thence turning and running N 63°33'52"W, a distance of 337.26 feet along said Northerly sideline of Alger Street to a point;

Thence turning and running N 26°26'06"E, a distance of 144.50 feet to a point on the Southwesterly sideline of Damrell Street a Forty foot wide Public Right-of-Way;

Thence turning and running S 63°33'52"E, a distance of 772.58 feet to a point on the Southwesterly sideline of Old Colony Avenue an Eighty foot Public Right-of-Way;

Thence turning and running S 24°42'52"E, a distance of 209.60 feet to the point of beginning.

The above described parcel contains an area of 206,448 square feet, more or less.

And:

A certain parcel of land located in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, more particularly described as below:

Commencing at a remote point of beginning, stone bound being the of intersection of the easterly sideline of Old Colony Avenue a public eighty foot wide right-of-way and the southerly sideline of Mitchell Street a public twenty foot wide right-of-way.

Thence N48°09'54"E, a distance of 8.86 feet to a point of tangency;

Thence N48°09'54"E, a distance of 52.96 feet along said southerly sideline of Mitchell Street to a point;

Thence S40°51'58"E, a distance of 48.74 feet to a point;

Thence N52°17'29"E, a distance of 1.50 feet to a point;

Thence S37°47'14"E, a distance of 43.14 feet to a point on the northerly sideline of Dorchester Street an eighty foot wide public right-of-way;

Thence S52°12'46"W, a distance of 78.54 feet to a point of curvature;

Thence along the curve to the right having a radius of 6.00 feet, an arc length of 10.79 feet, a delta angle of 103°05'56", a chord bearing of N76°15'03"W, a distance of 9.40 feet to a point on the easterly sideline of Old Colony Avenue an eighty foot wide public right-of-way said point being a point of tangency;

Thence  $N24^{\circ}42'52''W$ , a distance of 73.36 feet along said easterly sideline of said Old Colony Avenue to a point of curvature;

Thence along the curve to the right having a radius of 12.00 feet, an arc length of 15.26 feet, a delta angle of  $72^{\circ}42'46''$ , a chord bearing of  $N11^{\circ}43'31''E$ , a distance of 14.26 feet to the point of beginning;

The above described parcel contains an area of 6,628 square feet, more or less.

**Exhibit A-2**

**Legal Description of Building C Parcel**

A certain parcel of land located in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, more particularly described as below:

Commencing at a remote point of beginning being the of intersection of the westerly sideline of Old Colony Avenue a public eighty foot wide right-of-way and the southerly sideline of Damrell Street a public fifty foot wide right-of-way.

Thence N63°33'52"W, a distance of 201.33 feet along the southerly sideline of said Damrell Street to the point of beginning of Parcel C.

Thence S26°26'08"W, a distance of 144.50 feet to a point;

Thence N63°33'52"W, a distance of 305.21 feet a point;

Thence N26°26'06"E, a distance of 144.50 feet to a point on the southerly sideline of said Damrell Street;

Thence S63°33'52"E, a distance of 305.21 feet along the southerly sideline of said Damrell Street to the point of beginning;

The above described parcel contains an area of 44,103 square feet, more or less.

**Exhibit A-3**

**Legal Description of Building D Parcel**

A certain parcel of land located in the Commonwealth of Massachusetts, County of Suffolk, City of Boston, more particularly described as below:

Commencing at a remote point of beginning being the of intersection of the westerly sideline of Old Colony Avenue a public eighty foot wide right-of-way and the southerly sideline of Damrell Street a public fifty foot wide right-of-way.

Thence N63°33'52"W, a distance of 506.54 feet along the southerly sideline of said Damrell Street to the point of beginning.

Thence S26°26'08"W, a distance of 144.50 feet to a point on the northerly sideline of Alger Street a private forty foot wide right-of-way;

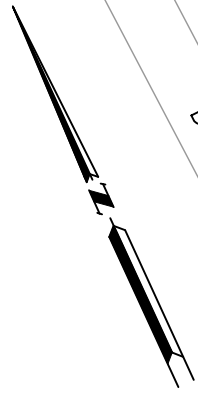
Thence N63°33'52"W, a distance of 266.04 feet along the northerly sideline of said Alger Street to a point;

Thence N26°26'06"E, a distance of 144.50 feet to a point the southerly sideline of said Damrell Street;

Thence S63°33'52"W, a distance of 266.04 feet along the southerly sideline of said Damrell Street to a point the point of beginning;

The above described parcel contains an area of 38,443 square feet, more or less.

PROPOSED PLANNED DEVELOPMENT AREA OVERLAY DISTRICT  
235 OLD COLONY AVENUE  
SOUTH BOSTON, MASSACHUSETTS



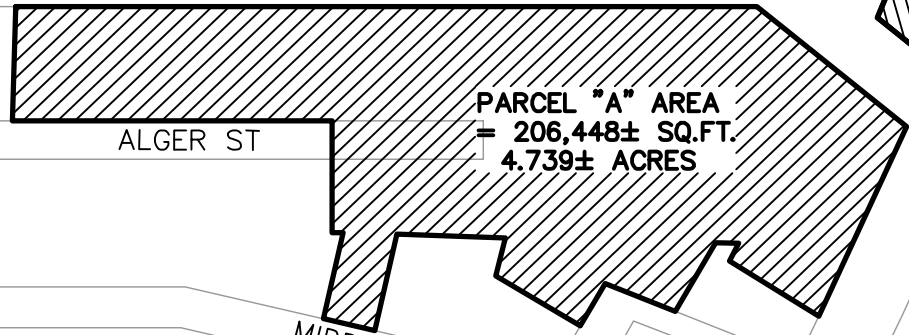
DORCHESTER  
D ST  
DORCHESTER  
AVE  
ALGER ST

EWER ST

DAMRELL ST

GUSTIN ST

MITCHELL ST



PARCEL "A" AREA  
= 206,448± SQ.FT.  
4.739± ACRES



PARCEL "B" AREA  
= 6,628± SQ.FT.  
0.15± ACRES

ALGER ST

MIDDLE ST

WOODWARD ST


GLOVER ST

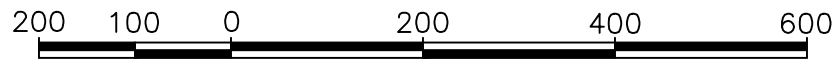
LEEDS ST

DORCHESTER ST

JENKINS ST

WINTON ST

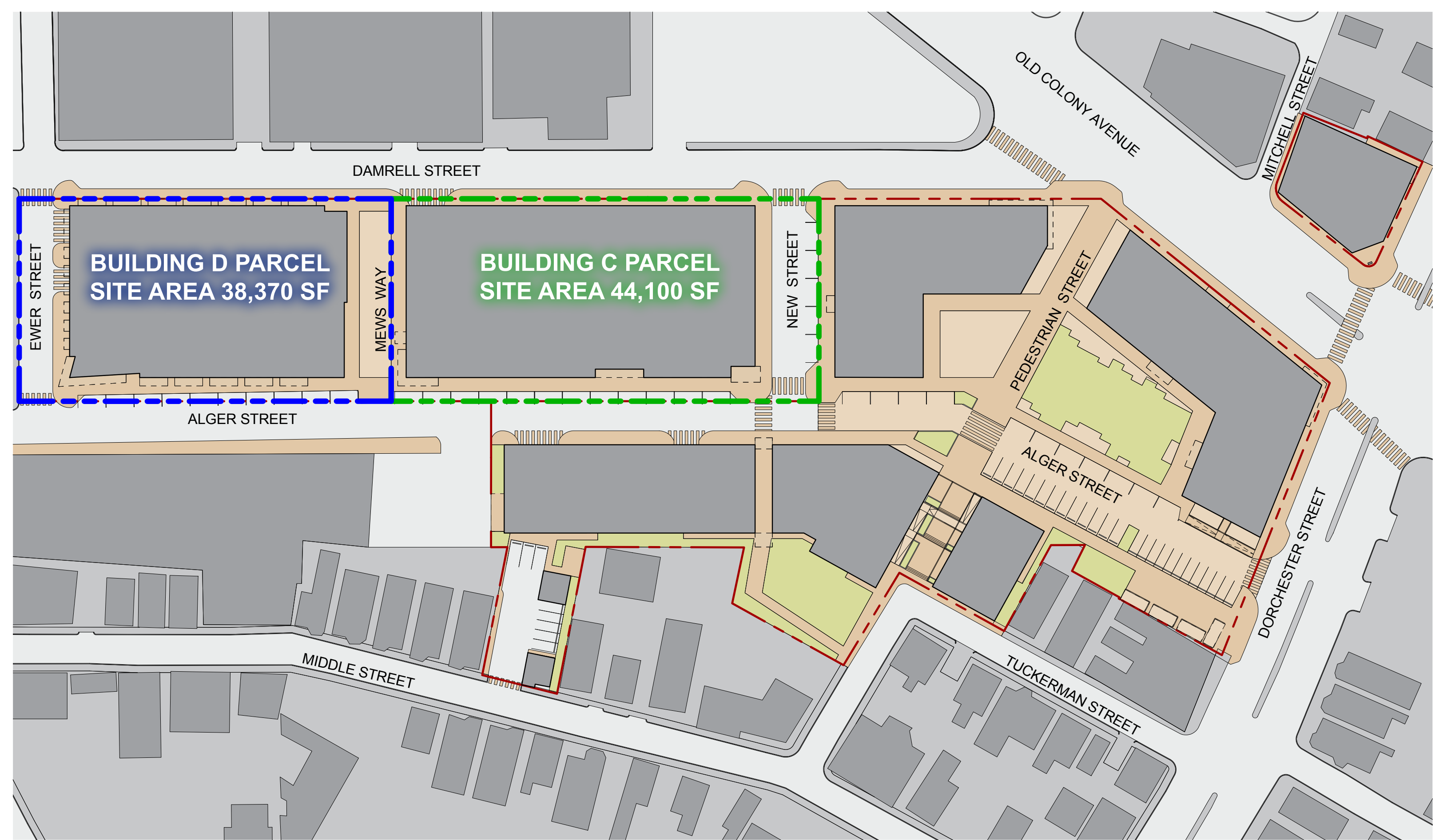
  
**Nitsch Engineering**  
GRAPHIC SCALE

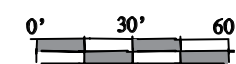


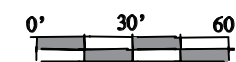
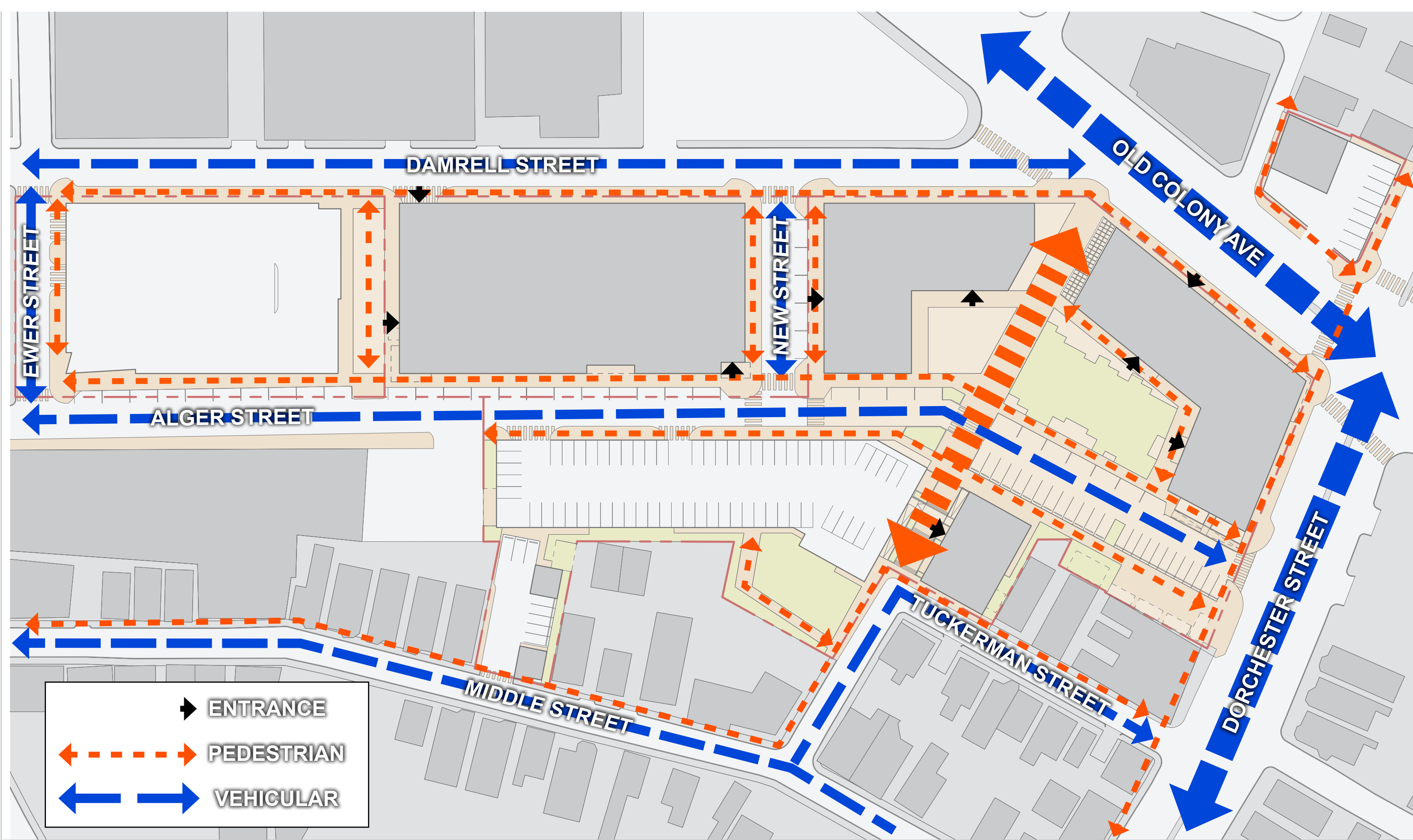
SCALE: 1" = 200'  
SEPTEMBER 25, 2015

09/25/2015 10:00 AM 235 OLD COLONY AVENUE SOUTH BOSTON MA 02127

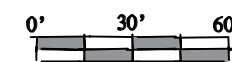
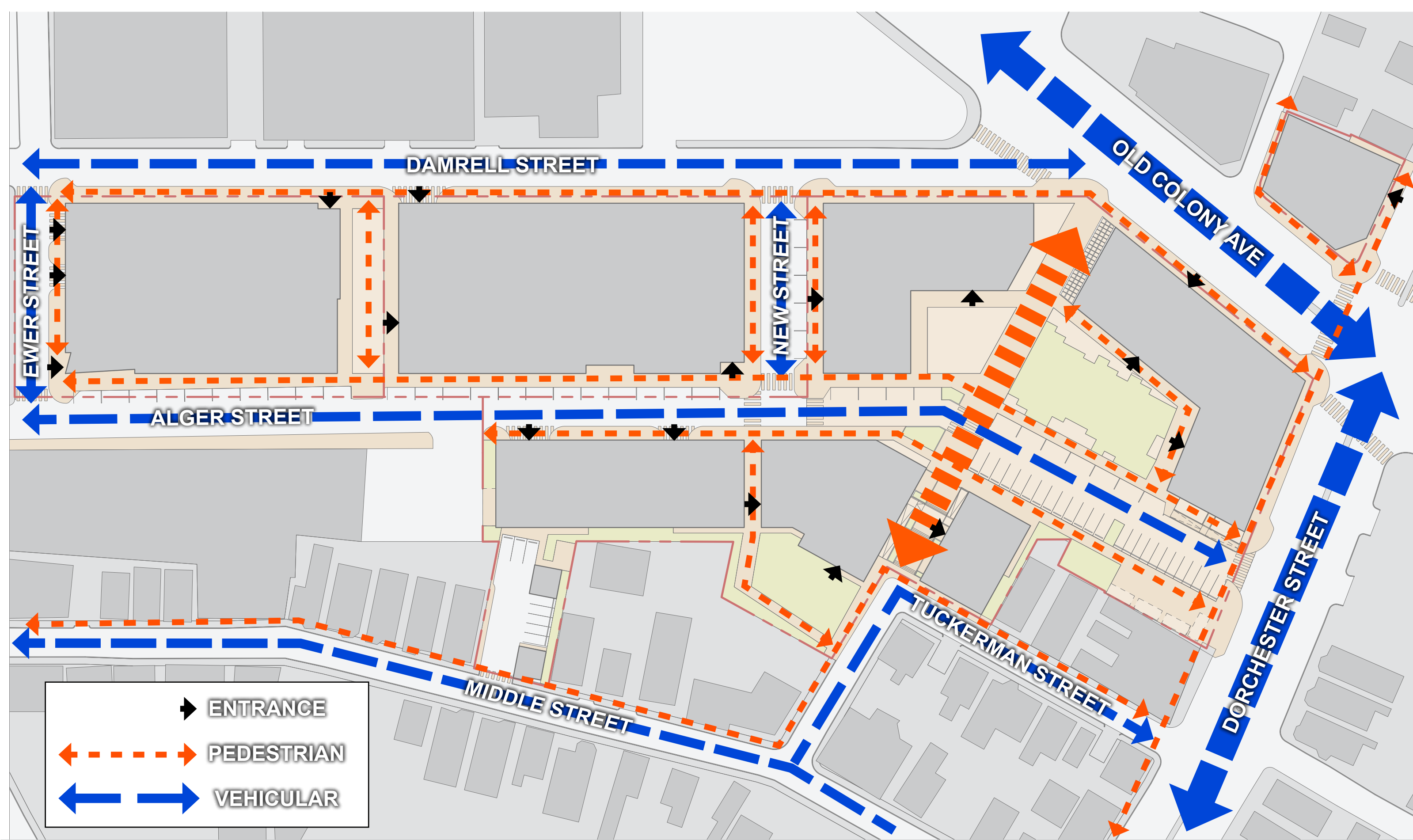








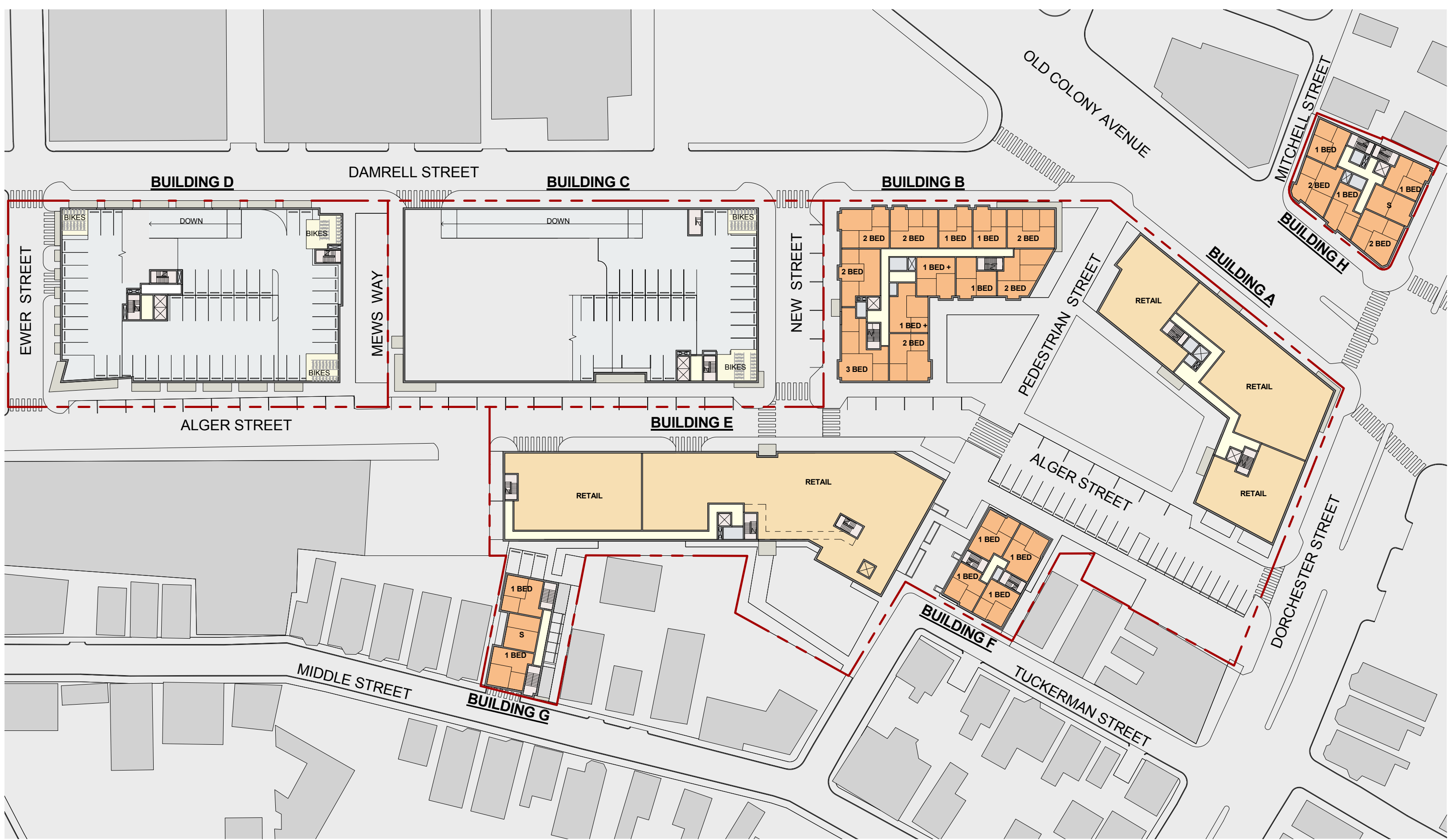


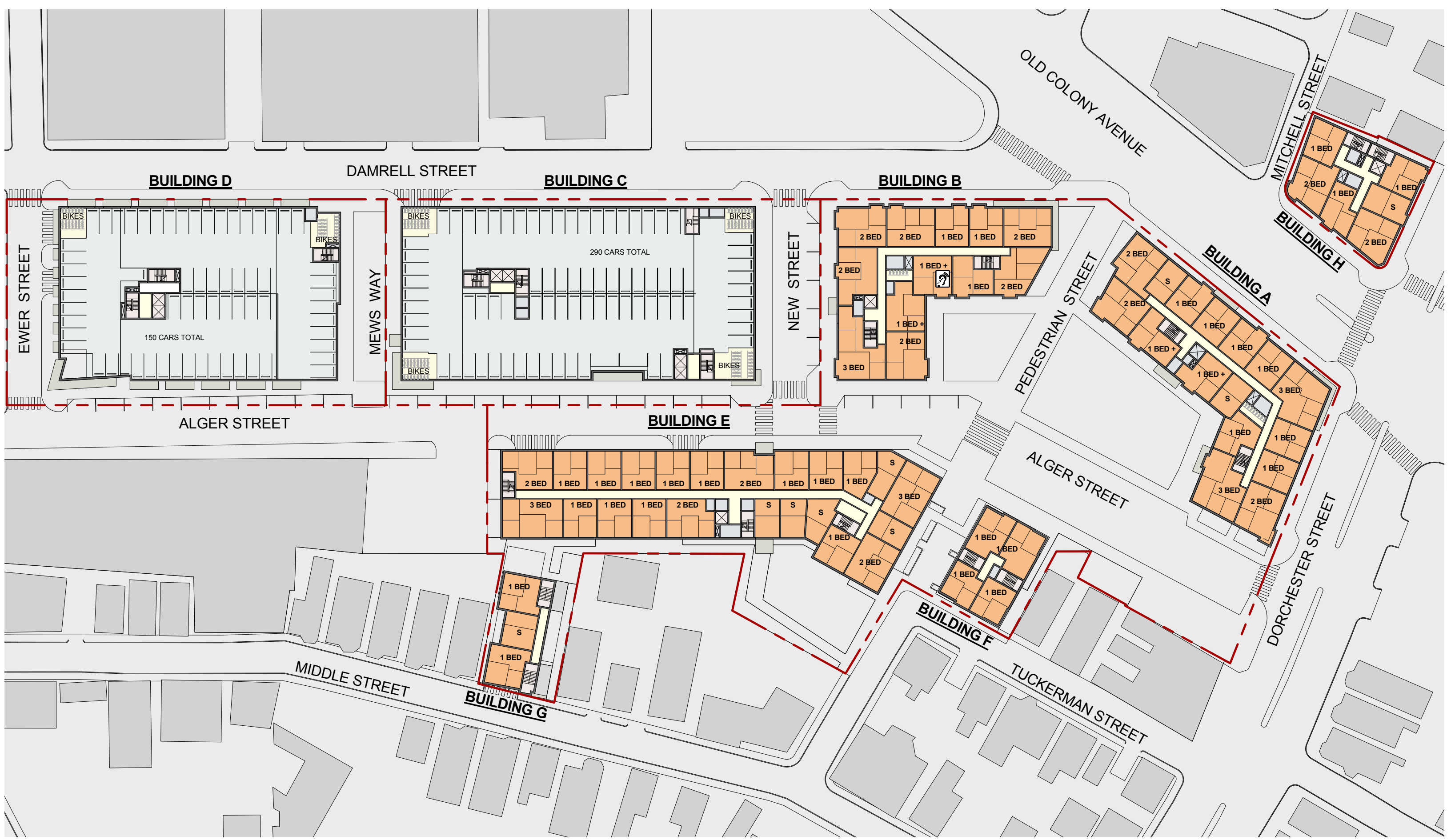




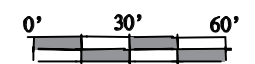




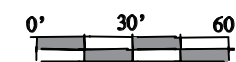
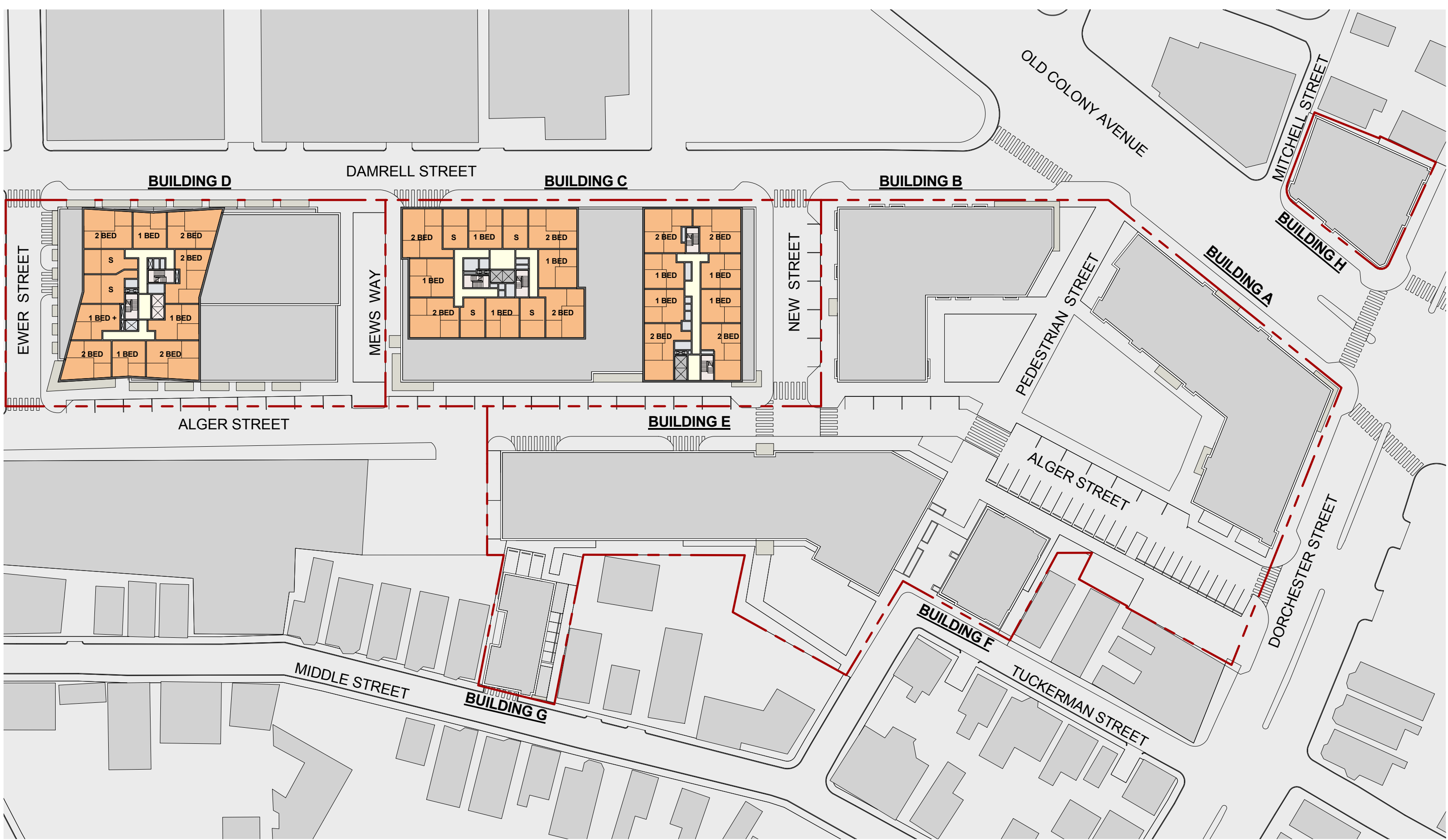














**BUILDING D**  
PARKING LEVELS 1-4 (150 CARS)  
RESIDENTIAL LEVELS 5-24 (249 UNITS)

**BUILDING C**  
RETAIL LEVEL 1 (19,000 SF)  
PARKING LEVELS 2-5 (290 CARS)  
RESIDENTIAL LEVELS 6-17 (205 UNITS)

**BUILDING B**  
RETAIL LEVEL 1 (11,300 SF)  
RESIDENTIAL LEVELS 2-6 (60 UNITS)

**BUILDING A**  
RETAIL LEVEL 1-2 (25,800 SF)  
RESIDENTIAL LEVELS 3-6 (64 UNITS)

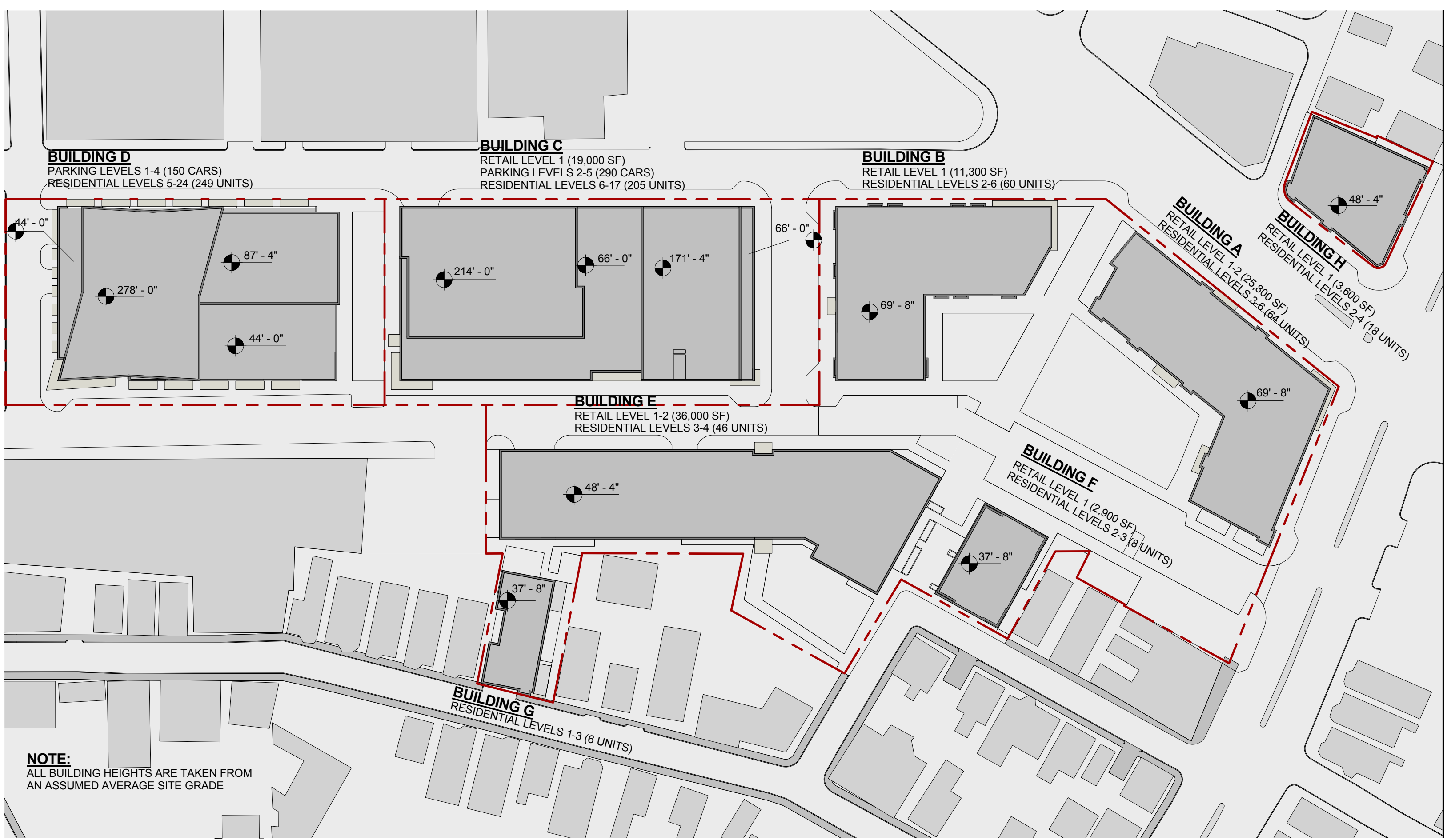
**BUILDING H**  
RETAIL LEVEL 1 (3,600 SF)  
RESIDENTIAL LEVELS 2-4 (18 UNITS)

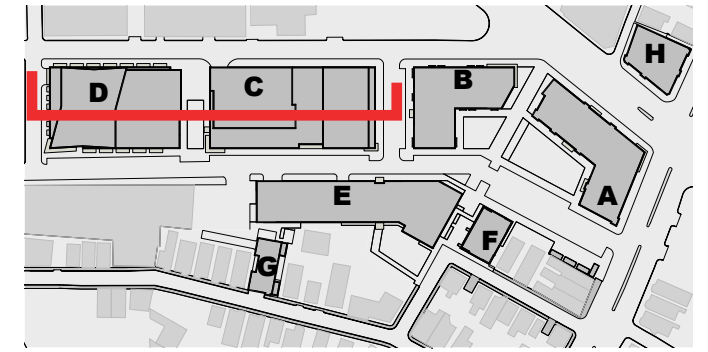
**BUILDING E**  
RETAIL LEVEL 1-2 (36,000 SF)  
RESIDENTIAL LEVELS 3-4 (46 UNITS)

**BUILDING F**  
RETAIL LEVEL 1 (2,900 SF)  
RESIDENTIAL LEVELS 2-3 (8 UNITS)

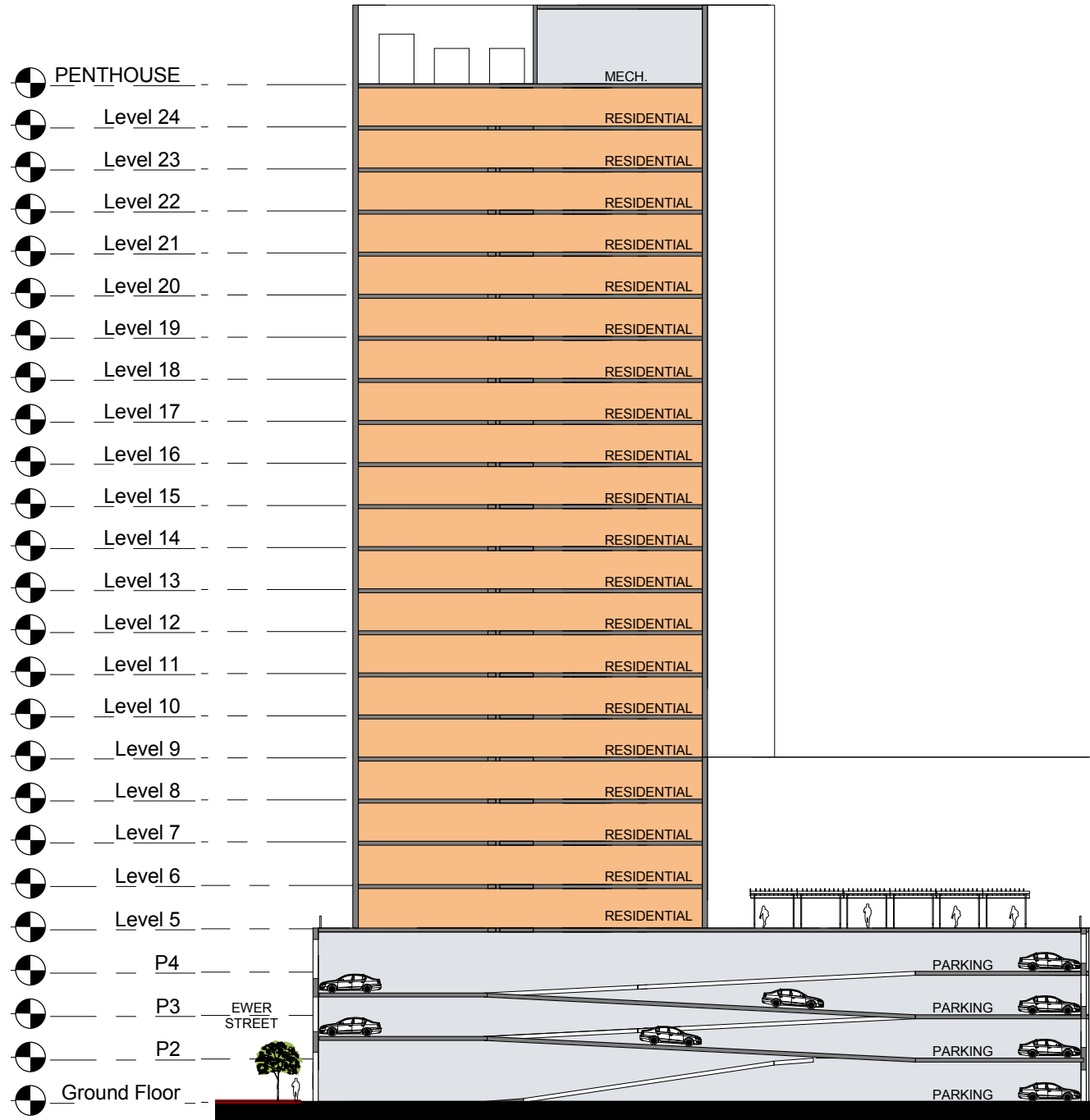
**BUILDING G**  
RESIDENTIAL LEVELS 1-3 (6 UNITS)

**NOTE:**  
ALL BUILDING HEIGHTS ARE TAKEN FROM  
AN ASSUMED AVERAGE SITE GRADE

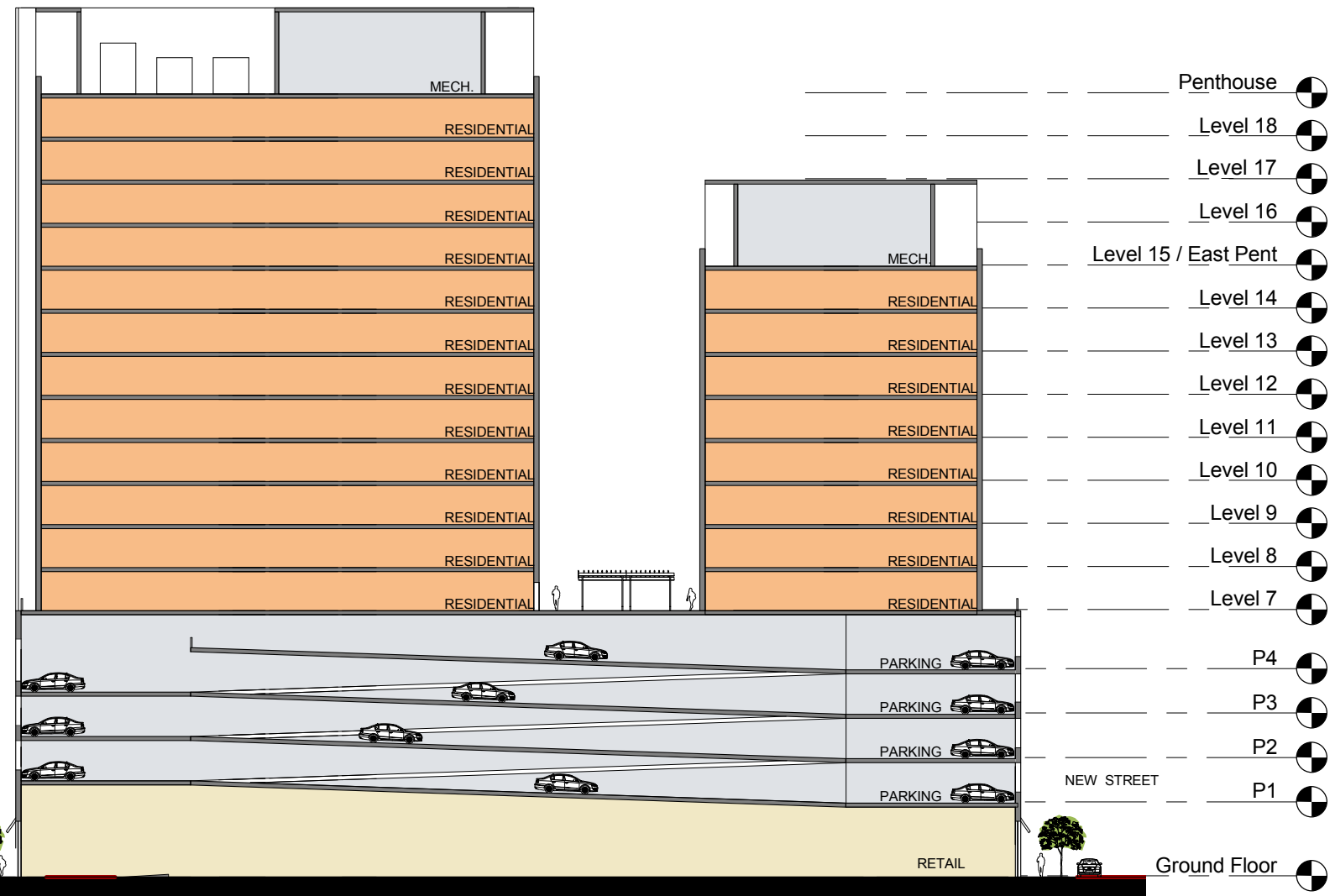


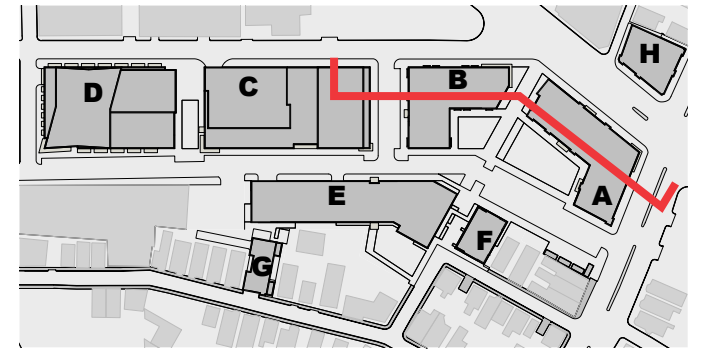


**BUILDING D**

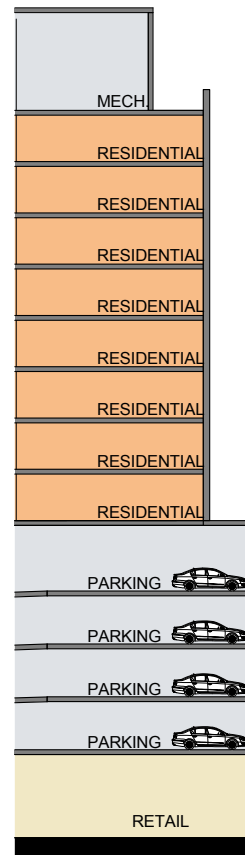


**BUILDING C**



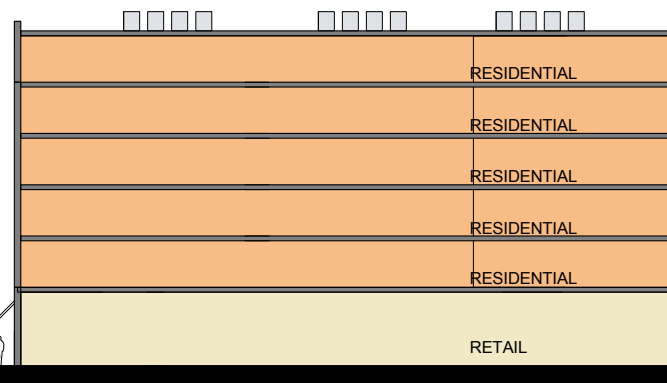


**BUILDING C**



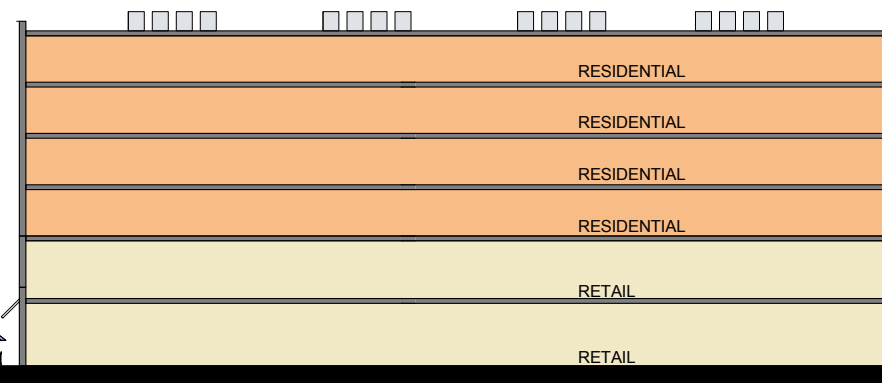
NEW STREET

**BUILDING B**

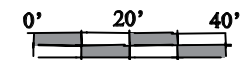
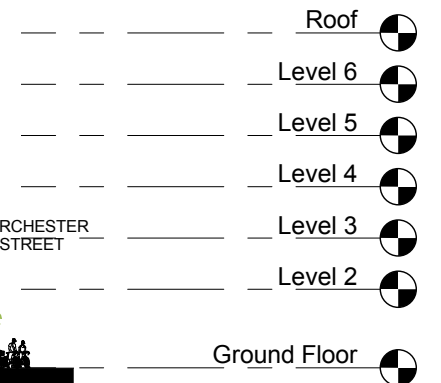


PEDESTRIAN STREET

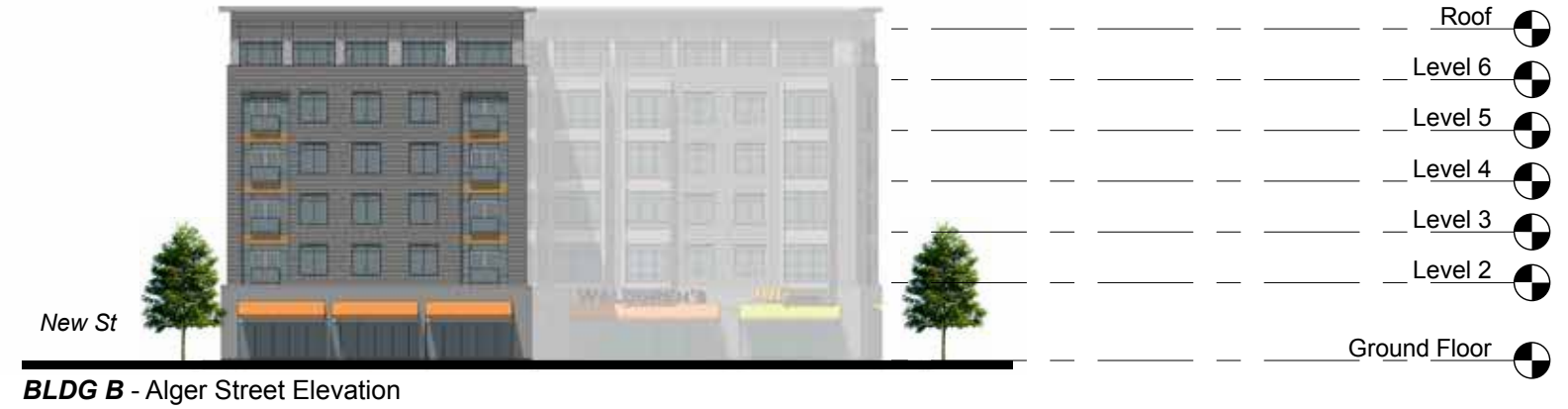
**BUILDING A**



DORCHESTER STREET







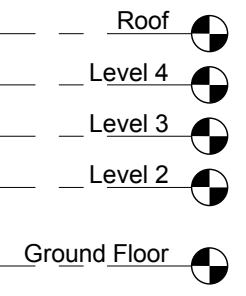




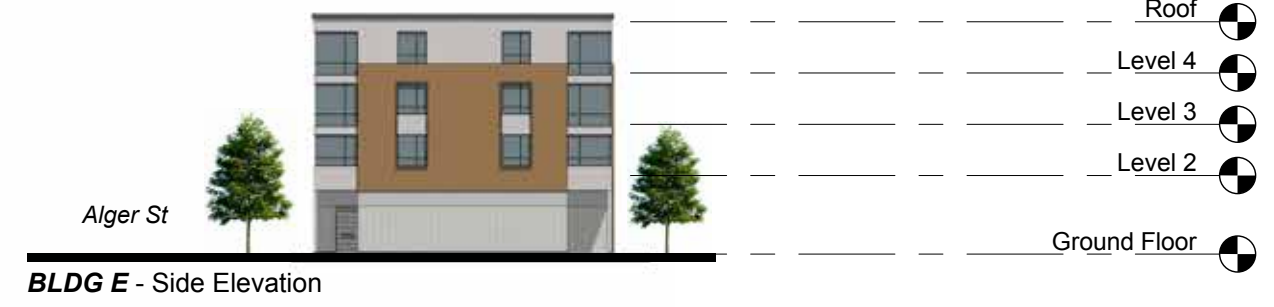
**BLDG E - Alger Street Elevation**



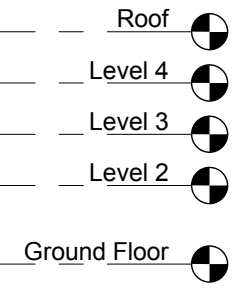
**BLDG E - Pedestrian Street Elevation**



**BLDG E - Rear Elevation**



**BLDG E - Side Elevation**



**BLDG F - Side Elevation**



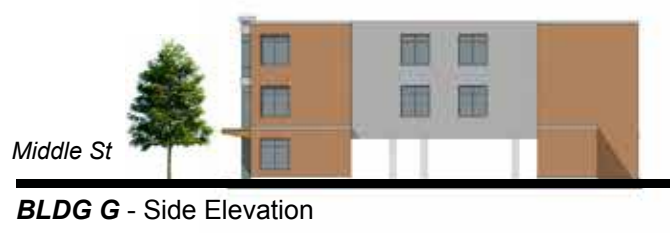
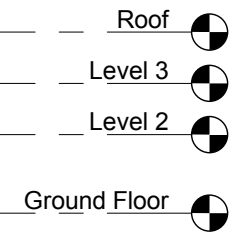
**BLDG F - Alger Street Elevation**



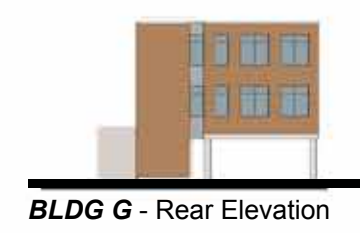
**BLDG F - Pedestrian Street Elevation**



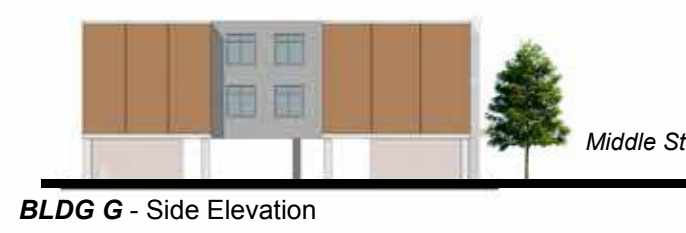
**BLDG F - Tuckerman Street Elevation**



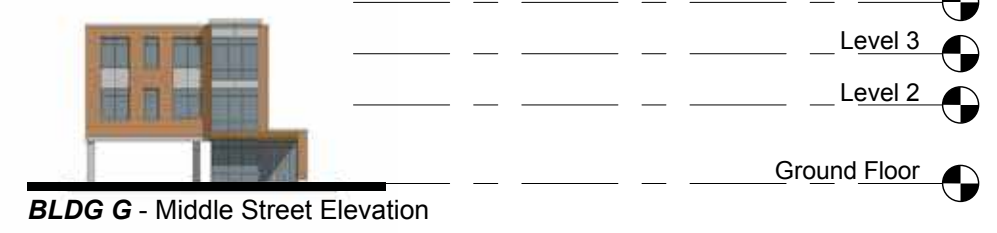
**BLDG G - Side Elevation**



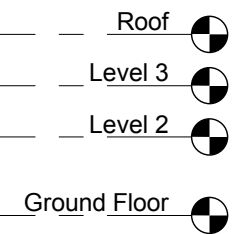
**BLDG G - Rear Elevation**



**BLDG G - Side Elevation**



**BLDG G - Middle Street Elevation**



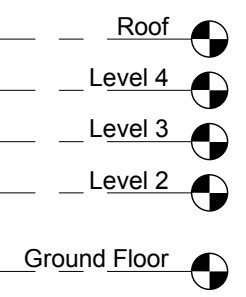
**BLDG H - Mitchell Street Elevation**



**BLDG H - Old Colony Avenue Elevation**



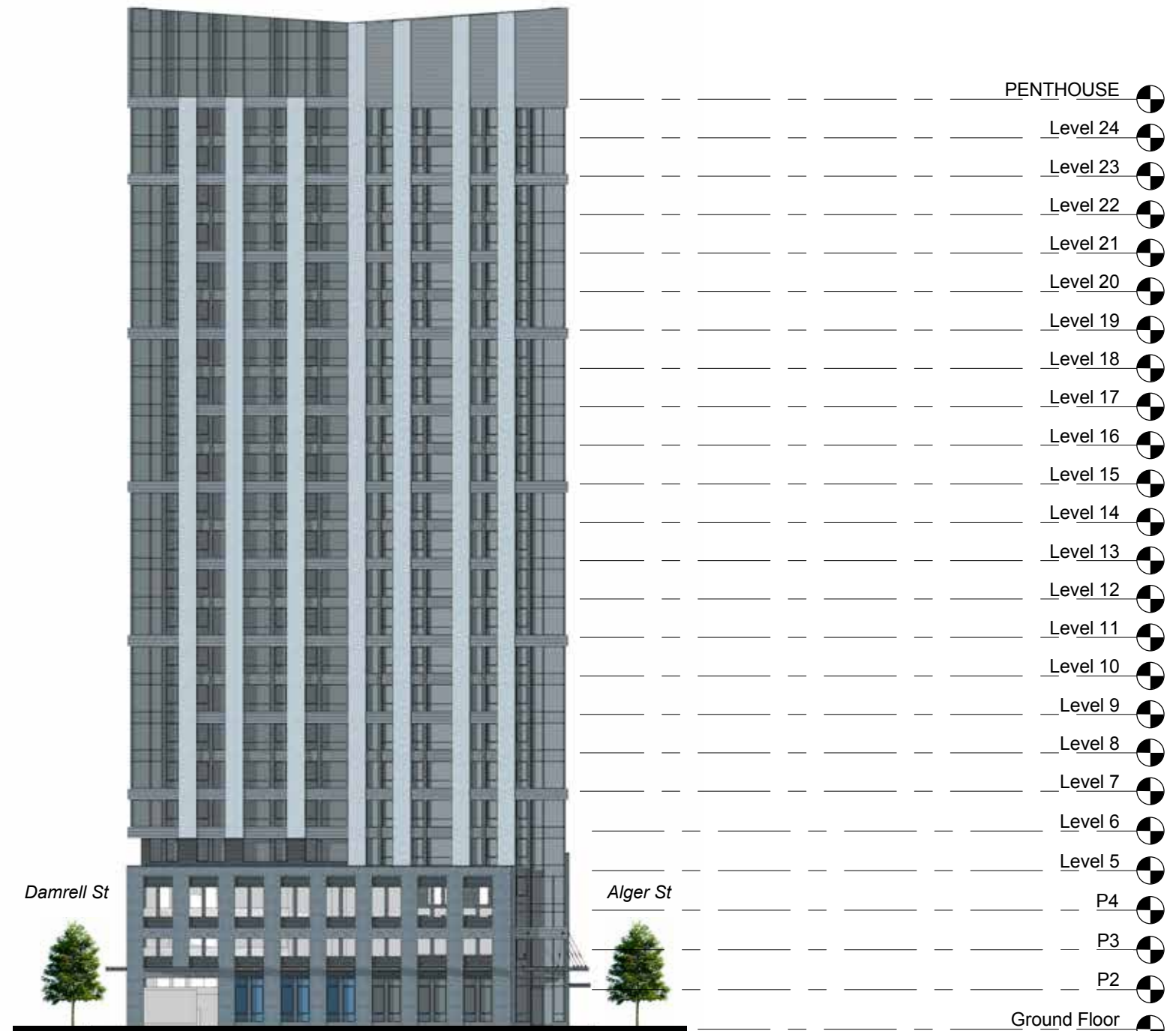
**BLDG H - Dorchester Street Elevation**







**BLDG D** - Damrell Street Elevation



**BLDG D** - Ewer Street Elevation



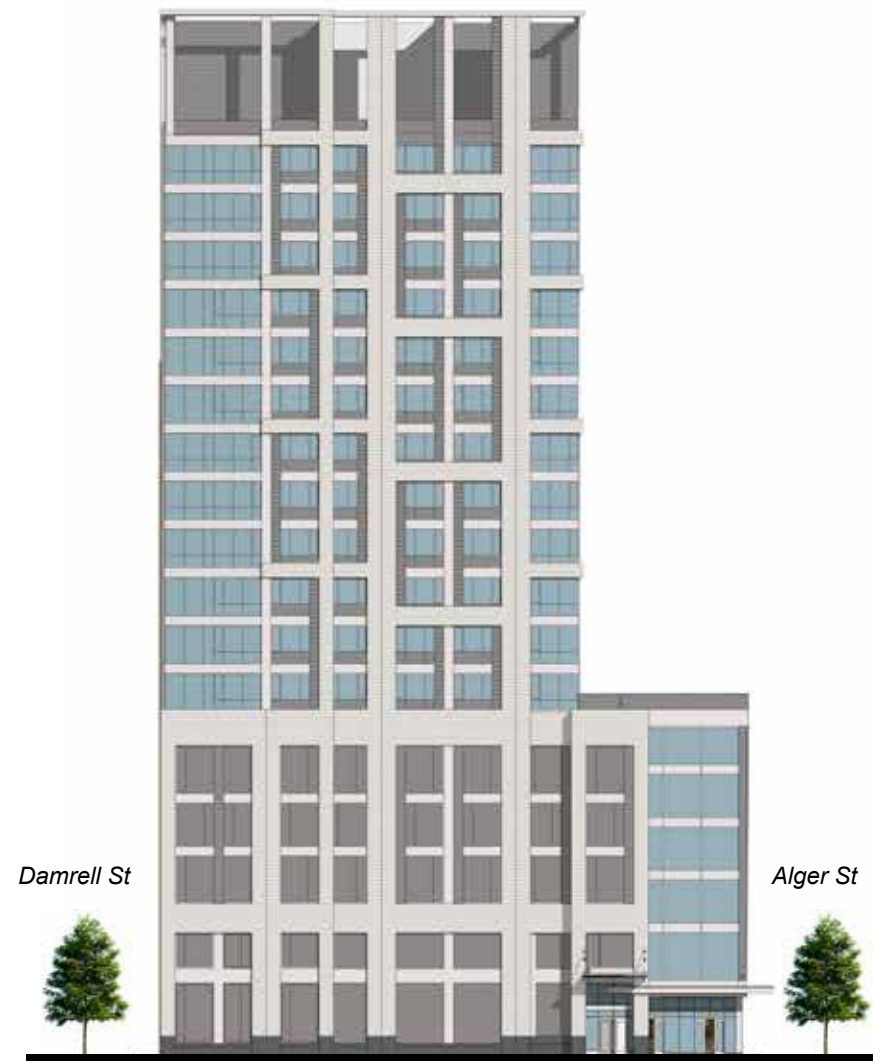
**BLDG D - Alger Street Elevation**



**BLDG D - Mews Way Elevation**

- PENTHOUSE
- Level 24
- Level 23
- Level 22
- Level 21
- Level 20
- Level 19
- Level 18
- Level 17
- Level 16
- Level 15
- Level 14
- Level 13
- Level 12
- Level 11
- Level 10
- Level 9
- Level 8
- Level 7
- Level 6
- Level 5
- P4
- P3
- P2
- Ground Floor

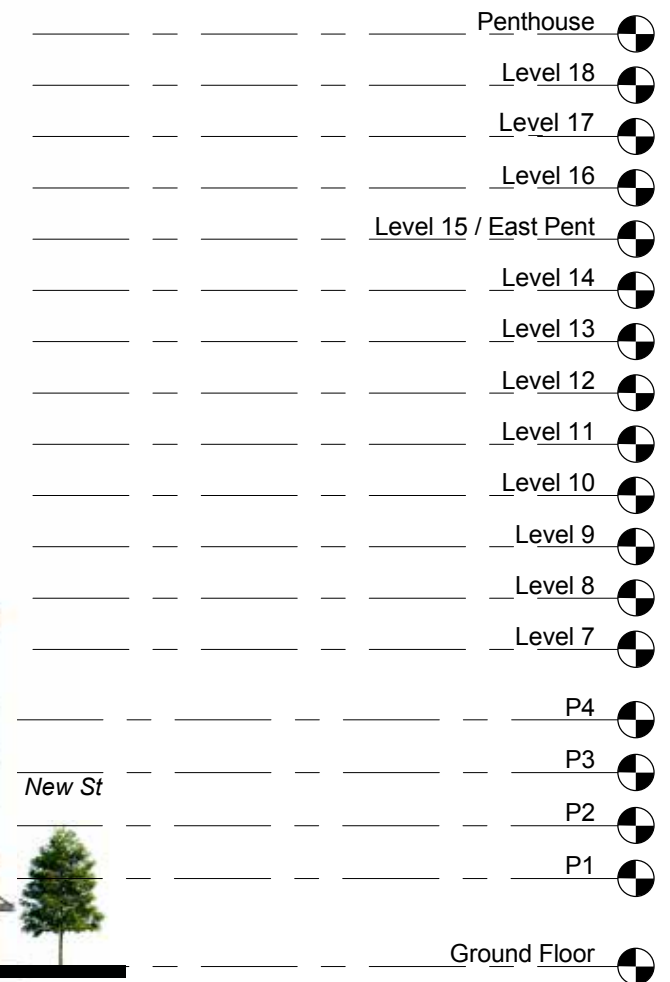




**BLDG C - Mews Way Elevation**



**BLDG C - Alger Street Elevation**





**BLDG C - New Street Elevation**

**BLDG C - Damrell Street Elevation**



# CONSTRUCTION PHASE I

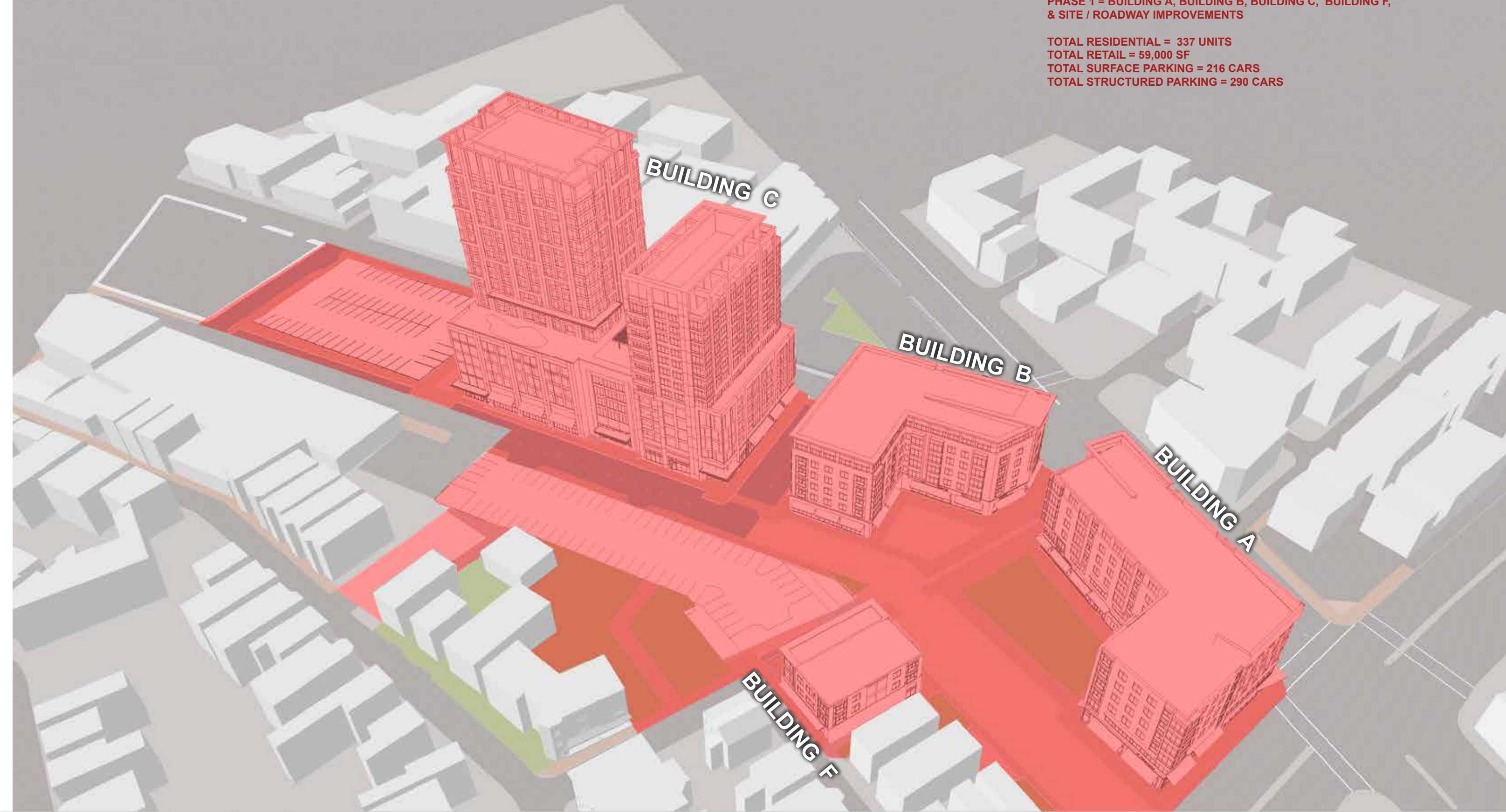
PHASE 1 = BUILDING A, BUILDING B, BUILDING C, BUILDING F,  
& SITE / ROADWAY IMPROVEMENTS

TOTAL RESIDENTIAL = 337 UNITS

TOTAL RETAIL = 59,000 SF

TOTAL SURFACE PARKING = 216 CARS

TOTAL STRUCTURED PARKING = 290 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  
TOTAL SURFACE PARKING = 216 PREVIOUS - 71 CARS = 145 CARS  
TOTAL STRUCTURED PARKING = 290 CARS (PREVIOUS)



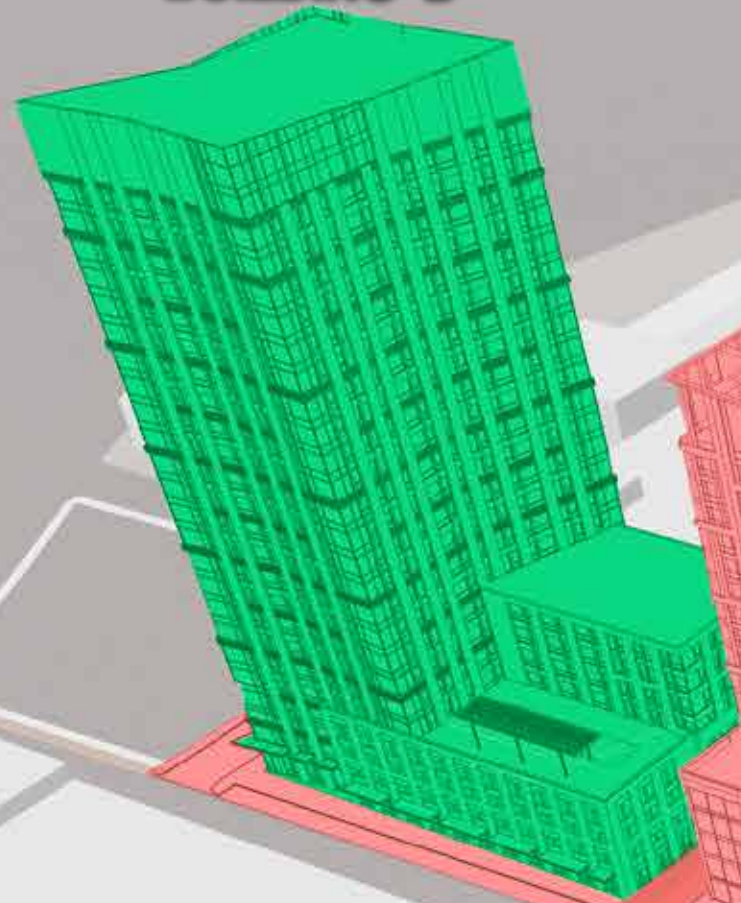


**BUILDING D**

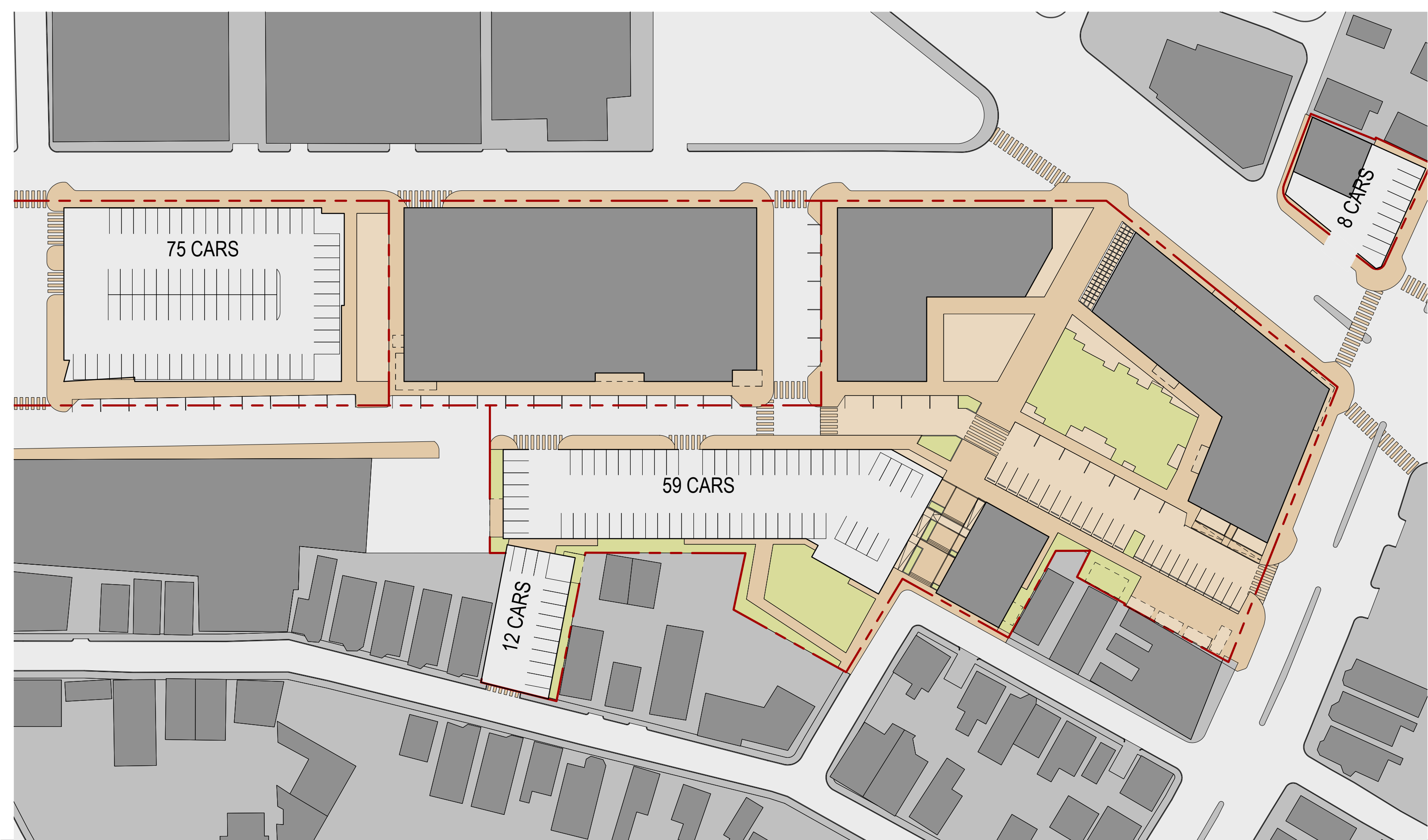
**CONSTRUCTION PHASE III**

PHASE 3 = BUILDING D

TOTAL RESIDENTIAL = 407 UNITS PREVIOUS + 249 UNITS = 656 UNITS  
TOTAL RETAIL = 98,600 SF (PREVIOUS)  
TOTAL SURFACE PARKING = 145 PREVIOUS - 75 CARS + 46 CARS = 183 CARS  
TOTAL STRUCTURED PARKING = 290 PREVIOUS + 150 CARS = 440 CARS









## **Exhibit E**

### **Allowed Uses**

#### **PRIMARY USES:**

##### **Retail/Restaurant/Entertainment/Services**

Local retail including, but not limited to, store retailing one or more of the following: food; baked goods; groceries; packaged alcoholic beverages; drugs; pharmacy (with or without clinic); tobacco products; clothing; dry goods; books; flowers; paint; computers; electronic appliances; movie videos; audio tapes and cds; eyeglasses; cameras and photographic equipment; telephones and wireless phones; hardware and minor household appliances.

General Retail, including but not limited to grocery, department store, furniture store and general merchandise mart, or other store serving general retail business needs of a major part of the City, including accessory storage and sale and display of merchandise outdoor on the premises of such store

Restaurant, Lunch Room, Cafeteria, Retail Catering, Take-Out Restaurant (Small and Large), Restaurant with Live Entertainment operating after 10:30P.M., Bar, Private Club not serving alcohol, Private Club serving alcoholic beverages, Pool Hall, Bowling Alley, Billiard Parlor Theatre, Rooftop Bar/Restaurant, with or without live entertainment, Brew Pub, Brewery, Winery, Distillery

Fitness Center, health club or gymnasium, yoga studio, cycling/spinning studio

Rental Agency for Vehicles

Travel Agency

Event Ticket Sales Business

Bank

Automatic Teller Machine (ATM)

Service establishment, including but not limited to the following: barber shop; beauty shop; day spa; shoe repair shop; self-service laundry; pickup and delivery station of laundry or dry cleaner; dry cleaning shop; car wash; printing and/or photocopying shop; or optometrist's shop.

Trade Uses, including but not limited to the following: tailor shop; caterer's establishment and photographer's studio.

Outdoor Sale of Garden Supplies

Agency or Professional Office

General Office

Home Office

Bakery

Florist

Liquor Store

Retail Service Laundry

Vehicle Servicing and Storage

Indoor Sale, with or without installation, of automotive parts, accessories and supplies

Post Office

Art Gallery

Public Art Display Space

Theatre

**Residential Uses**

Multifamily Residential Housing

Single Family Dwellings

Two-Family Dwellings

Row House

Elderly Housing

**Hotel Uses**

Bed and Breakfast

Executive Suites

Hotel

**Other Uses**

Open Space

Open Space Recreational Building

Skating Rink

Food Trucks

Outdoor Farmers and Artisan Markets

Drive-In Theatre

Day Care Center

Day Care Center for Elderly

Adult Education Center

Professional School

Art Use

Artist Mixed Use (such use shall be considered, for purposes of calculating affordable housing obligations and residential unit totals, as a residential use)

Art Studios

Photography Studio

Production Studios

Community Center

Library

Museum

Clinic

Animal Hospital, Clinic or Kennel (including boarding)

Pet Bakery, Grooming Services or School

Rooftop Telecommunications Equipment

Storage of flammable liquids and gases incidental to a main use

**Parking Uses**

Parking Garage

Parking Lot

Valet Parking

Ancillary Parking

**ACCESSORY USES**

Accessory uses ordinarily incident to a lawful main use are allowed, subject to the provisions of Article 10 *of the Boston Zoning Code*, provided that any such accessory use shall be subject to the same restrictions, conditions, limitations, provisos, and safeguards as the main use to which it is accessory, including without limitation the following:

Accessory Telecommunications Equipment and Service Facility

Accessory Telecommunications Data Distribution Center

Accessory automatic teller machine on any story

Accessory swimming pool or tennis court

Accessory parking garage

Accessory parking lot

Accessory valet parking

Accessory outdoor café

Accessory outdoor seating (for retailers)

Accessory retail

Accessory cafeteria

Accessory liquor store

Accessory personnel quarters

Accessory storage of flammable liquids and gases (small or large)

Accessory Amusement game Machines (not more than four machines) in Commercial or Non-Commercial Establishment

Accessory Art Use

Accessory Cultural Use

Accessory Family Day Care Home

Accessory Home Occupation

Accessory Offices

Accessory Professional Office in a Dwelling

Accessory Recycling

Accessory Container Redemption

Accessory Services

Accessory Services for Apartment Residents and Hotel Occupants

Accessory Conference Center

Accessory Trade Uses

Accessory Vehicle Servicing/Storage

**Exhibit F**

**Project Team Members**

|  |  |
|--|--|
| Proponent:                               | DJ Properties<br>Boston, MA<br><i>David Pogorelc</i><br><i>Jan Steenbrugge</i><br><i>Tim Mackie</i>            |
| Architect:                               | Prellwitz Chilinski Architects, Inc.<br>Cambridge, MA<br><i>David Chilinski, Principal</i><br><i>Rob Hagan</i> |
| Development Consultant:                  | Colliers International<br>Boston, MA<br><i>Yanni Tsipis, Senior Vice President</i>                             |
| Environmental and Permitting Consultant: | Epsilon Associates<br>Maynard, MA<br><i>Peggy Briggs, Principal</i><br><i>Geoff Starsiak</i>                   |
| Legal Counsel:                           | McDermott Quilty & Miller, LLP<br>Boston, MA<br><i>Joseph Hanley, Esq.</i>                                     |
| Transportation & Parking Consultant:     | Howard Stein-Hudson.<br>Boston, MA<br><i>Michael Santos.</i>   |
| Civil Engineer:                          | Nitsch Engineering, Inc.<br>Boston, MA<br><i>John Schmid, P.E.</i>   |
| Landscape Design:                        | Halvorson Design<br>Boston, MA<br><i>Robert Uhlig, Principal</i>   |