



VIEW FROM DORCHESTER AVENUE

DOT BLOCK

Notice of Project Change

January 2019

WINTERGOLD, LLC

**Samuels
Associates &**

 **Stantec**
 **LANDSCAPE ARCHITECTS**

NOTICE OF PROJECT CHANGE

DOT BLOCK PROJECT DORCHESTER, MA

I. Introduction.

This Notice of Project Change (“NPC”) is being filed with the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (“BPDA”), by Wintergold, LLC, a Delaware limited liability company, in collaboration with Samuels & Associates (the “Proponent”), for the redevelopment of an approximately 3.94 acre (171,657± square foot) parcel of land in the Dorchester neighborhood of Boston (the “Project Site,” as described below). The Project Site is shown on the survey included in this NPC as Attachment A.

The proposed plan for the Dot Block Project builds on the planning goals of the original development proposal while incorporating improvements driven by planning, urban design and transportation considerations. The most significant change to the project plan is that the approximately 135,000 square foot, five-story, above-grade parking garage included in the original project plan has been replaced with a below-grade parking structure. The removal of the above-grade garage allows for the strengthening of connections through the Project Site and substantial improvements in the quality of the open space throughout and within the Project Site, as well as an increased unit count. The massing changes proposed will also result in substantially increased building setbacks (approximately 20 feet) along Greenmount Street, while maintaining building heights that are consistent with the originally-approved project plan.

The retail component of the project has been reduced from approximately 37,000 square feet of large format retail stores included in the original project plan to approximately 23,000 square feet of smaller, neighborhood-oriented retail stores and restaurants. The residential unit count has increased from 362 to approximately 488 units, resulting in additional housing opportunities and additional affordable housing units. Overall, the project as proposed will result in impacts that are less than or equal to those of the originally-approved project plan, and it will also include all of the mitigation commitments that were made in connection with the originally-approved project.

The development being proposed comprises the following:

1. four new buildings to contain approximately 488 rental residential units (of which it is expected that about 7 will be artist live/work units), associated tenant amenity spaces such as fitness facilities, lounges, shared work spaces and an above-ground pool and rooftop deck, and associated property management and leasing facilities;
2. approximately 23,000 square feet of commercial space, intended to contain neighborhood-oriented retail and restaurant uses;
3. an underground garage to contain approximately 345 parking spaces (including a ground floor component containing approximately 14 enclosed spaces);

4. 19 on-street spaces along new interior drives to support the retail/restaurant uses at the development and short-term visitor use and multiple designated pick-up/drop-off areas; and

5. approximately 1.34 acres of open space.

Collectively, the foregoing comprise the “Proposed Project” or the “Dot Block Project.” The site plan for the Proposed Project is included in this NPC as Attachment B. The Proposed Project is expected to contain approximately 418,000 square feet of Gross Floor Area, yielding a Floor Area Ratio at the Project Site of approximately 2.4.¹

This NPC renews the public agency/community review process for the Project Site, which was the subject of a prior project proposal and Article 80B Large Project Review approval by the BPDA in May 2016, as discussed in Section II below.

II. Background – Prior Project

On May 12, 2016, DOT BLOCK, LLC, the previous owner of the Project Site, received BPDA approval for a project of approximately 388,300 square feet of Gross Floor Area in size, to contain approximately 362 residential units, approximately 37,000 square feet of new retail space on Dorchester Avenue and a five-story, 450-space above-ground parking garage, and related landscape and streetscape improvements (collectively, the “Prior Project”). That BPDA approval culminated a public agency and community review process that commenced with the May 2015 filing with the BPDA of a Letter of Intent for the Prior Project, and the subsequent filing with the BPDA of an expanded Project Notification Form (June 2015) and three supplemental submissions (filed in September 2015, October 2015 and February 2016, respectively). That project review process included a Scoping Session with City agency officials and members of the project’s Impact Advisory Group (“IAG”); three publicly-advertised community meetings that were open to the public and sponsored by the BPDA; publicly-advertised meetings with the IAG that were open to the public and sponsored by the BPDA; numerous meetings by DOT BLOCK, LLC representatives with community stakeholders, City agency officials and public elected officials; and an eight-months long public comment period which ran from June 2015 through March 7, 2016.

The Boston Civic Design Commission (“BCDC”) provided a recommendation of design approval for the Prior Project on February 2, 2016. On July 18, 2016, DOT BLOCK, LLC obtained numerous forms of zoning relief for the Prior Project from the City of Boston Board of Appeal (*i.e.*, dimensional and density variances and conditional use permits); that zoning relief was renewed for one year in July 2018.

In December 2016, the Proponent acquired the Project Site from DOT BLOCK, LLC. Since that time, the Proponent has arranged for all of the previously existing vacant buildings on the Project Site to be remediated for asbestos-containing materials, and then demolished following Boston Landmarks Commission demolition delay approval under Article 85 of the Zoning Code; for a temporary fence to be constructed; and for the geotechnical conditions at the Project Site to

¹ Capitalized terms used without being defined in this NPC are as defined in the Boston Zoning Code (the “Zoning Code”).

be evaluated as part of an investigation into the feasibility of placing the proposed parking garage underground.

The primary focus of the Proponent’s efforts since acquiring the Project Site has been on refining the project’s design to achieve urban design objectives shared by the City, the community and the Proponent, and to ensure the Proposed Project’s constructability, economic feasibility and responsiveness to market demands. That design review/refinement effort has been led by the Proponent with the new architect for the Dot Block Project, Stantec Architecture, the landscape architecture firm of LeBlanc Jones Landscape Architects, Inc., as well as other members of the project team. A complete list of project team members is included in this NPC as Attachment C.

III. Description – Project Site and Proposed Project

Project Site. The Project Site comprises most of a city block bounded by Greenmount Street to the north, Dorchester Avenue to the east, Hancock Street to the south, and Pleasant Street to the west. The Project site currently comprises a series of separate parcels, including a small former private way called Greenmount Place, all of which will be consolidated into one Lot prior to the submission of a building permit application to the City’s Boston Inspectional Services Department.

The Project Site slopes in both an east-west direction (from elevation 25.4± feet Boston City Base (“BCB”) at Pleasant Street to 17.6± BCB at Dorchester Avenue), and a north-south direction (from elevation 25.4± BCB at Greenmount Street to 18.7± feet BCB at Hancock Street).

Proposed Project. As shown on the building plans and renderings included in this NPC as Attachment C, the Proposed Project will include four new buildings, as follows:

- Hancock Street Building: 62 foot maximum Building Height; 5 Stories
- Pleasant Street Building: 48 foot maximum Building Height; 4 Stories
- Dot North Building 75 foot Maximum Building Height; 6 Stories²
- Dot South Building 75 foot Maximum Building Height: 6 Stories³

The buildings will contain a mix of units (studios, one bedroom, two bedroom, and three bedroom units), and as discussed in Section V below, the affordable housing units at the Proposed Project will be contained within each of the four buildings. In addition, as discussed in Section V below, the Hancock Building, which consists of approximately 20 percent of the total number of units in the project, will be comprised entirely of “compact units” pursuant to the City’s newly-announced Compact Unit Pilot program.

² Along Greenmount Street, this building will have four stories and a maximum Building Height of 48 feet.

³ As originally approved by the BPDA and the Board of Appeal, the Building Heights were to be to be as follows: Hancock Street Building (60 feet tall – five stories); Pleasant Street Building (62 feet tall - five stories); Dot North and Dot South Buildings (each 79 feet tall – five stories).

A primary goal of the design team when refining the site design for the Dot Block Project was to provide greater connectivity within the existing Glover's Corner neighborhood and through this formerly blighted industrial site. Therefore, a defining feature of the Proposed Project will be a new, landscaped network of interior drives and open spaces that will provide ready access to and from the Project Site for pedestrians, bicycles, and vehicles alike. The design of these interior drives/open spaces will include a series of traffic-calming devices intended to give strong priority to pedestrians and people on bicycles. For example, the portion of the interior drive from Dorchester Avenue to the central plaza within the Project will be designed as 'woonerf' or 'living street,' which is generally characterized by the inclusion of shared spaces, flush curbs, specialty paving, shade trees, lush landscape and low vehicle speed limits.⁴ The central plaza area, onto which all of the new buildings' lobbies will front, will be a center of activity and will be 'tabled' (*i.e.*, raised with flush curbs) to signal to drivers that this is an important pedestrian area and to proceed slowly. The plaza will include large raised planters that will accommodate seasonal plantings and shade trees and a graphic paving pattern to delineate the space. The Project will also include a park-like space that will have an open lawn, trees, plantings, and outdoor furniture which will provide the opportunity for a quiet respite away from vehicular or bicycle traffic. Additional devices, in the form of raised crosswalks, will be installed along the other interior drive segments connecting the central plaza to Hancock and Pleasant Streets and between open spaces within the Project Site. In addition, a redesigned Hanover/Pleasant Street intersection constructed by the Proponent will better regulate traffic flow in that area and provide a safer environment for pedestrians, bicyclists and drivers alike.

The public realm improvements surrounding the Project will include new sidewalks, street trees, plant beds, lighting, bike racks, and designated outdoor café zones, all of which will be subject to the Proponent's receiving the required City approvals. At the frontage along Dorchester Avenue, outdoor café zones adjacent to the proposed retail and restaurant spaces will extend into the Project and help to activate urban street life internally to the Project Site. Along Hancock Street, café zones are proposed at the intersection of that street and the internal drive in order to help activate the proposed ground floor spaces. In addition to the new proposed street trees along Hancock and Pleasant Streets, plantings containing a mixture of ornamental trees and shrubs are proposed at the building perimeters that will provide a buffer between the buildings and the pedestrian corridor. Along Greenmount Street, the townhouse-like entrances to the building will be set within garden spaces planted with a mixture of trees, shrubs, and groundcover plantings. These entrance gardens will provide a buffer from pedestrian and vehicular traffic and also complement the scale of the existing residential dwellings across the street.

The four new buildings, identified as the Dot North Building, the Dot South Building, the Hancock Building and the Pleasant Building, are further described as follows:

Dot North Building – This building faces and is set back approximately sixteen feet from the curb line on Dorchester Avenue and will be primarily 6 stories tall and approximately 75 feet in height. A portion of this building along Greenmount Street will be four stories high and 48 feet in height in order to be more consistent in scale with the existing residences along Greenmount Street. The building setback along Greenmount Street will average about 20 feet, which is about twice the setback proposed in the Prior Project. The ground

⁴ Local examples include Eliot Street in Cambridge and Battery and Union Streets in Boston.

floor of this building will consist of retail/restaurant space along the Dorchester Avenue frontage that will wrap into the Project Site along the woonerf portion of the new interior drive that enters the Project site at Dorchester Avenue. The building setback along Dorchester Avenue (approximately 15 feet from the curb line and approximately ten feet from the property line) and wide sidewalks along the woonerf will provide the opportunity for outdoor dining tables or a sidewalk market to enliven this gateway to the Project. The ground floor space further into the site, along the woonerf, will be occupied by artist live/work units with storefront-type facades intended to activate this area. The lobby for the Dot North Building and the leasing office for the entire development will open onto the central plaza. The remaining ground floor uses will be service related, with the exception of some residential units facing Greenmount Street. The upper five levels of the building will be primarily residential units with the exception of a portion of the second floor, which will contain residential amenities such as fitness and gathering spaces that overlook an outdoor pool and amenity terrace facing the interior drive.

Dot South Building – This building, on the opposite side of the woonerf from the Dot North building, will also face and be set back approximately sixteen feet from the curb line on Dorchester Avenue (and approximately ten feet from the property line). It will be 6 stories tall and approximately 75 feet in height. The ground floor of this building will consist of retail/restaurant space along the Dorchester Avenue frontage that will wrap into the Project Site along the woonerf portion of the new interior drive. As with the Dot North Building, the building setback along Dorchester Avenue and wide sidewalks along the woonerf will provide the opportunity for outdoor dining or a sidewalk market. There will be another small retail space where this building fronts onto Hancock Street. At that location, the building will also be set back from the curb enough to encourage outdoor dining or sidewalk retail sales in nice weather (as well as to accommodate future roadway improvements which the City may choose to undertake on Hancock Street). Again, similar to the Dot North Building, the ground floor along the woonerf will be comprised of artist live/work units. These artist live/work units will face those at the Dot North Building, creating additional energy in this area. The lobby for the Dot South Building will open onto the central plaza and the remaining ground floor uses will be service-related. The upper five levels of this building will contain residential units.

Hancock Street Building – This building will face onto Hancock Street and be set back approximately ten feet from the property line and approximately sixteen feet from the curb line of Hancock Street. The building will be 5 stories tall and approximately 62 feet in height. The ground floor of this building will consist of retail space along Hancock Street that wraps into the Project site along a portion of the new interior drive that connects to Hancock Street. As is the case with the Dot South and Dot North buildings, the building setback and wide sidewalks along the interior drive will provide the opportunity for outdoor dining tables or sidewalk retail uses in nice weather. There will be another small non-residential space near the intersection with Pleasant Street that will be either an artist live/work unit or retail space. The lobby for this building will open onto the central plaza, similar to the other buildings in the Project. The remaining ground floor space, and the upper four levels of this building, will contain residential units with the exception of a portion of the second floor, which will contain residential amenities such as fitness, laundry, and gathering spaces that overlook an outdoor amenity terrace. As noted above,

the Hancock Building will be comprised entirely of “compact units” pursuant to the City’s newly-announced Compact Unit Pilot program.

Pleasant Street Building – This building will face onto Pleasant Street and wrap around to Greenmount Street. It will be set back from the property line on Pleasant Street between 6.5± feet and 9.5± feet. The building setback along Greenmount Street will be much greater, averaging approximately 20 feet, which is nearly twice the setback proposed in the Prior Project. This building will be 4 stories high and approximately 48 feet in height, which is similar to the building as originally proposed, but a full story lower along Pleasant Street, which was approved as a five story structure. The lobby for the Pleasant Street Building will open onto the new green space just west of the central plaza. The remaining ground floor space, and the upper three levels of this building, will comprise residential units.

The buildings’ architectural character will have a contemporary, industrial feel that includes human-scale residential design elements such as “Juliet” balconies and generous window sizes. The buildings’ façade material will vary but complement each other and include a mixture of brick masonry, fiber cement panels and profiled metal wall cladding. Material colors will vary with an emphasis on warm, modern tones that reference natural materials. Care has been taken to introduce material and/or plane changes within individual façades to help break down the visual appearance of massing elements.

As shown on the site plan included in this NPC as Attachment B, the new interior drive through the Project Site will connect to Pleasant Street at a new intersection configuration that will be signalized (see traffic discussion below in Section IV); those transportation system improvements will be undertaken by the Proponent as part of the Proposed Project. Vehicular and bicycle access to the Proposed Project will be from Dorchester Avenue (right turn only), Pleasant Street and Hancock Street, while vehicular egress from the Proposed Project will be to Pleasant Street and Hancock Street (but not Dorchester Avenue). Pedestrian access will be afforded from Dorchester Avenue, Hancock Street and Pleasant Street, thereby enhancing neighborhood connectivity and helping to fully integrate the Dot Block Project into the surrounding neighborhoods. As noted above, the Proponent will invest significantly in the streetscapes, landscaping and infrastructure of the new interior drive and plaza areas to enhance the quality of open space in the Proposed Project and to create engaging and convenient connections through the Proposed Project for residents and neighbors.

Shadow studies for the Proposed Project are included in this NPC as Attachment E. These studies indicate that the shadow effects on the surrounding neighborhood will be equivalent to, or less than, those for the Prior Project, particularly since the Pleasant Street Building will now have four stories instead of five.

The underground parking garage to be constructed as part of the Dot Block Project will have two vehicular access points from the interior drive and contain approximately 345 parking spaces. A portion of the parking garage will be located beneath each of the four buildings at the Project, thus affording direct elevator access for Project residents to parking areas. The garage will also include approximately 14 parking spaces within a covered ground floor area, which together with approximately 19 surface spaces along the interior drives, will help support the

retail/restaurant uses at the Project as well as short-term visitors. Thus, the overall parking ratio at the Proposed Project will be approximately 0.72/unit. The Prior Project was to contain a five-story, 137,500 square foot above-ground parking garage. By contrast, the elimination of an above-ground parking garage and the revised site design for the Proposed Project allows for the creation of more open space for pedestrians, including wide sidewalks, green spaces for passive recreational use, and a central plaza area with open air seating.

All loading operations are designed to take place within the Project Site at designated areas located within the Dot North and Dot South buildings, as well as at a designated loading area off of Hancock Street. Residential moving vans used for move-ins or move-outs will use adjacent Hancock Street (subject to the receipt of required BTM permits) and will share the use of internal pick-up/drop-off areas as needed.

The Proposed Project will include covered bicycle parking at a ratio of at least 1 bicycle storage space/residential unit in each of the four buildings, as well as publicly-accessible bicycle storage spaces to be located on adjacent streets (subject to necessary City approvals) and within the Project Site. As part of its transportation mitigation commitments, the Proponent will help to finance the creation of a new bicycle sharing station at a nearby location to be determined by the City.

An accessibility checklist is attached to this NPC as Attachment F.

Construction and Occupancy Schedule; Construction Cost. Construction of the Proposed Project is anticipated to commence in the fourth quarter of 2019 subject to the receipt of all necessary governmental permits and approvals and the closing of the construction financing. Construction is anticipated to take approximately 24 months, with the initial occupancy of the Proposed Project expected to occur in the fourth quarter of 2021. When the project design is further advanced, the construction manager for the Proposed Project will develop a construction management plan (“CMP”) to be reviewed and approved by the Boston Transportation Department (“BTM”). The CMP will address the sequence of constructing the buildings and the related site and public realm improvements, appropriate safety measures, and mitigation measures (e.g., the control of dust, work hours and noise control). The Proponent and the construction manager will review the CMP in a community meeting before construction is commenced, and as required by BTM, the CMP and the construction wrap/sign for the Proposed Project will include 24/7 contact information for the construction manager. The construction cost of the Proposed Project will be approximately \$200,000,000.

IV. Proposed Project Mitigation and Improvements

Transportation/Traffic. Howard Stein Hudson (“HSH”), the traffic and transportation engineer for the Proposed Project, has prepared a technical memorandum which examines the transportation aspects of the changes in the building program at the Proposed Project from the Prior Project, including trip generation, traffic volumes, parking and circulation since the June, 2015 PNF filing; see Attachment G. HSH undertook new (November 2018) traffic counts in the area and has concluded that the increased density of the Proposed Project will result in a net decrease in trip generation as compared to the Prior Project.

The Proposed Project will include the reconstruction of the intersection of Pleasant and Hancock Streets into a signalized intersection, as determined by BTM. The Proponent will progress the design for this intersection in concert with BTM, the City's Public Improvement Commission ("PIC") and the City's Public Works Department ("Public Works"), together with the community, to provide for safer pedestrian and bicycle accommodations and improved driving conditions. The completion of this intersection design and construction work is subject to the Proponent's obtaining the applicable BTM, Public Works and PIC approvals. The Proponent expects to complete this work concurrently with the occupancy of the first residential building at the Proposed Project. It is not anticipated that any private property will need to be acquired by the City for the construction of these intersection improvements.

Infrastructure. As noted in the PNF at Section 6.0, the area infrastructure includes Boston Water and Sewer Commission ("BWSC") sanitary sewer lines within all four streets adjoining the Project Site. The project design still includes separate connections for the project sanitary sewer and stormwater flows to the BWSC system, with direct service connections to Pleasant Street and Hancock Street for the Hancock Building and Pleasant Building and direct service connections to Greenmount Street, Dorchester Avenue and Hancock Street for the Dot North and Dot South buildings. There are also BWSC water mains in all four streets adjoining the Project Site sufficient in size to serve the Proposed Project. It is anticipated that a new water main connecting Pleasant Street to Dorchester Avenue will be added as part of the Proposed Project, with service connections to each of the proposed buildings off of this new line.

Beals and Thomas, the civil engineer for the DOT Block Project, estimates that the sanitary sewer flows will be approximately 88,950 gallons per day (gpd) and the estimated water demand will be approximately 97,845 gpd. This is an increase from the approximately 78,610 gpd for sanitary sewer flow and 86,461 gpd for water demand estimated for the Prior Project, or a 13.2% increase. However, Beals and Thomas expects that this increase in demand will be able to be addressed by the existing BWSC infrastructure system.

Sidewalks/Public Realm. As shown on the site plan included as Attachment B, the Dorchester Avenue, Greenmount Street, Hancock Street and Pleasant Street sidewalks adjacent to the Project Site will all be reconstructed and improved with the addition of approximately 10 foot set backs on Dorchester Avenue and Hancock Street, 6.5± foot setbacks on Pleasant Street and approximately 20 foot setbacks on Greenmount Street, which allow for new accessible pedestrian ramps, new curbing, new public bicycle storage facilities, new street trees and the replacement of street trees that are in poor health (subject to the Proponent's receipt of all required City approvals). The streetscape improvements will be undertaken in a manner that is consistent with the City's "Complete Streets" guidelines, *e.g.*, with fully accessible sidewalks and appropriate planting strips. Because the proposed new buildings will be set back from the property lines on Dorchester Avenue, Hancock Street and Greenmount Street, the sidewalks on those streets will be substantially wider and there will be sufficient right-of-way width to accommodate any future Hancock Street and/or Dorchester Avenue widening that may be undertaken in the future by City agencies. Until such time as the streets may be widened in the future, this will allow for generous pedestrian passage as well as small café areas. The Proponent will construct and maintain these streetscape improvements under one or more agreements with the City's Public Improvement Commission.

V. Affordable Housing; Compact Residential Units; Community Benefits and Public Benefits

Affordable Housing. As outlined below in Section 7, the Proponent has held many discussions with members of the community, elected officials and BPDA staff regarding affordable housing and has worked to build upon the Prior Project's housing goals, within the constraints of project feasibility. The Prior Project was to comply with the City's Inclusionary Development Policy ("IDP"). The Proponent is proposing enhancements above and beyond the requirements of the IDP, as outlined below, that will provide additional affordable housing units, and at a wider range of affordability levels as compared to the Prior Project.

More specifically, the affordable housing program for the Dot Block Project will be as follows:

- Half of all of the affordable units will be leased under the City's Neighborhood Diversity Preservation Program, thereby providing eligible local residents with priority status for half of the affordable housing units, as further described below;
- 13% of the originally-planned 362 apartments, or 47 units, will be affordable units, consistent with the commitment for the Prior Project and IDP requirements;
- 15% of the additional 126 apartments, or 19 additional units, will be affordable units, for a total of 66 affordable apartments at the Proposed Project;
- 41 of the conventionally-sized affordable units will be affordable to households with incomes at or below 70% of the Area Median Income ("AMI"), consistent with the IDP;
- 25 of the units will be provided at income levels ranging from 45%-63% of the AMI, as follows:
 - 12 of the conventionally-sized affordable units will be affordable to households with incomes at or below 50% of the AMI;
 - 10 of the compact units will be affordable to households with incomes at or below 63% of the AMI (a 10% reduction in rent on 70% of AMI); and
 - 3 of the compact units will be affordable to households with incomes at or below 45% of the AMI (a 10% reduction in rent on 50% of AMI).

The following table summarizes the affordable housing program at the Proposed Project:

Affordable Units	Prior Project	Proposed Project
% of Original Units (362)	13%	13%
% Of New Units (126 units)		15%
Number of Affordable Units	47	66

Affordability Mix		
Conventionally-sized 70% AMI Units	47	41
Conventionally-sized 50% AMI Units		12
Compact units - affordable to households at or below 63% AMI		10
Compact units - affordable to households at or below 45% AMI		3
Total Affordable Units	47	66

Neighborhood Diversity Preservation		
General Pool of Affordable Units	47	66
Neighborhood Diversity Preservation Preference Units	0	33
Total Affordable Units	47	66

The affordable apartment units will be located within each of the four new buildings and comprise a mix of unit sizes, from studios to three bedroom units. Half of the proposed affordable units (33) will be included within the City's Neighborhood Diversity Preservation Program. This program will provide eligible residents residing within an approximately ¼ mile area of the Proposed Project with priority status for the affordable housing lottery. 15% of the affordable units in the Neighborhood Diversity Preservation Program will be accessible to disabled persons (as opposed to the 5% typically provided), and eligible neighborhood residents will receive marketing preference for the affordable units based upon that program's criteria (e.g., rent-burdened households, seniors, and residents with a child in the Boston Public Schools, all as set forth in the program guidelines). The Proponent's commitments with respect to affordable housing will be memorialized in an Affordable Rental Housing Agreement and Restriction to be entered

into by the Proponent and the BPDA before a building permit is issued by ISD for the Proposed Project.

The Proponent will work with City and BPDA officials to develop an affordable housing application process that is convenient for neighborhood residents of all backgrounds, including a leasing office located in the vicinity of the Project Site and a stream-lined application process, if feasible.

Compact Residential Units. Located within 0.5 mile of the Savin Hill Red Line T stop, the Hancock Street Building qualifies for the City's recently-announced Compact Unit pilot program. Thus, the approximately 96 residential units in this building will comprise compact residential units, which will be complemented by generous common and shared spaces within the building to provide a quality living experience. The Proponent will implement Transportation Demand Management (TDM) measures for the entire Proposed Project, including the Hancock Building (such as generous bicycle storage areas, bicycle maintenance areas, package delivery amenities, and real-time transportation information displays in building lobbies), and the maximum parking ratio at the Hancock Building will be 0.5 parking space/unit, as required by the City's Compact Unit pilot program.

Community Benefits and Public Benefits. The Proponent will provide the community benefits committed to as part of the May 2016 BPDA approval for the Prior Project, including the following:

- Providing high-quality residential units, including adherence to the City's Inclusionary Development Policy;
- Providing over one acre of open space;
- Creating a new traffic pattern at the Hancock Street/Pleasant Street intersection that is safer for vehicular traffic and pedestrian use;
- Providing new bicycle facilities, including on-site bike storage for the commercial uses at the project and covered/secure bicycle parking for project residents;
- Providing other potential transit options, such as a car-sharing service and electrical vehicle charging stations, and a bicycle sharing station;
- Endeavoring to provide free overnight use of the garage for abutters and/or Dorchester residents within the immediate area of the Project during snow emergencies;
- Establishing a community fund for the benefit of the immediate neighborhood in the amount of \$250,000, to be managed by the BPDA;
- Contributing \$2,500 towards the restoration of the Lyman Fountain in Eaton Square (Bowdoin Street);

- Contributing \$2,500 to the Friends of Ronan Park non-profit organization to aid in the maintenance of that park; and
- Contributing \$25,000 for the purchase of security cameras to be used in the area of Bay Street, connected into the Boston Regional Intelligence Center and used by the Boston Police Department.

In addition, the public benefits to be created by the Proposed Project will also include the following:

- By providing new “compact” residential units pursuant to the City’s new Compact Units Policy, the Project will provide “middle income” housing that is economically accessible;
- The creation of approximately 485 construction jobs and approximately 37 permanent jobs;
- A substantial increase in property taxes generated at the Project Site;
- New bicycle amenities for the use of area residents and other members of the general public;
- New retail spaces that can enliven Dorchester Avenue, Hancock Street and Pleasant Street and that vary in sizes so as to have the ability to accommodate independent and neighborhood businesses; and
- The transformation of the Project Site from a vacant, underutilized site into an architecturally distinctive, well-designed residential development with lively commercial spaces and neighborhood amenities.

VI. Zoning Relief; Permits and Approvals

A portion of the Project Site is located within a Multi-Family Residential Subdistrict and the remainder of the Project Site is located within a Neighborhood Shopping Subdistrict, each as governed by Article 65 of the Zoning Code (Dorchester Neighborhood District). As a result, the Dot Block Project will require zoning relief from the City’s Board of Appeal (*e.g.*, dimensional and density variances and conditional use permits), as was the case for the Prior Project. The Proponent will initiate this process during the Article 80B Large Project Review process.

The Proposed Project will also require multiple governmental permits and approvals, as listed on Attachment H. Among these will be a review of the revised project design by the Boston Civic Design Commission (“BCDC”), notwithstanding the BCDC’s approval of the Prior Project, as well as design review by the BPDA and other City agencies.

VII. Community Outreach

The Proponent has undertaken a wide-ranging community outreach process prior to filing this NPC in order to solicit feedback, comments and suggestions on this project proposal from

elected officials, community residents and other stakeholders. Among those parties with whom the Proponent has met are the following:

- City Councilor Frank Baker
- State Representative Liz Miranda
- State Senator Nick Collins
- Eileen Fenton, Chair, CSHCA Planning Committee
- Columbia/Savin Hill Civic Association Planning Committee
- Columbia/Savin Hill Civic Association
- Dorchester Reporter
- Greenmount Street abutters
- Davida Andelman, Janet Jones
- Daniel Marr Boys and Girls Club
- Hancock Street Civic Association
- Meetinghouse Hill Civic Association.
- Boston Police Department Telecommunications Division

Upcoming meetings are also scheduled with the Jones Hill Civic Association and the Freeport Adams Civic Association. The Project Team will continue to meet with stakeholders to discuss the design of the Proposed Project, its potential impacts, and the mitigation measures being undertaken to address those impacts, as well as the community benefits to be afforded by the DOT Block Project.

List of Attachments:

Attachment A:	Survey of Project Site
Attachment B:	Site Plan – Proposed Project
Attachment C:	Project Team
Attachment D:	Floor Plans and Renderings of Proposed Project
Attachment E:	Shadow Studies
Attachment F:	Accessibility Checklist
Attachment G:	Technical Memorandum of Howard Stein Hudson
Attachment I:	List of Permits and Approvals

Attachment A

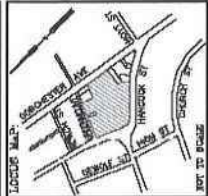
Survey - Project Site

[See attached]⁵

⁵ The attached survey is dated May 31, 2018, which preceded the completion of the demolition of all of the buildings on the Project Site. The Project Site is currently vacant.

PREPARED BY:
WINTERGOLD, LLC
 1185 CENTER STREET
 NORTH DORCHESTER, MA 01918

RECORDED OWNER:
WINTERGOLD, LLC
 87082/7161
 57282/179



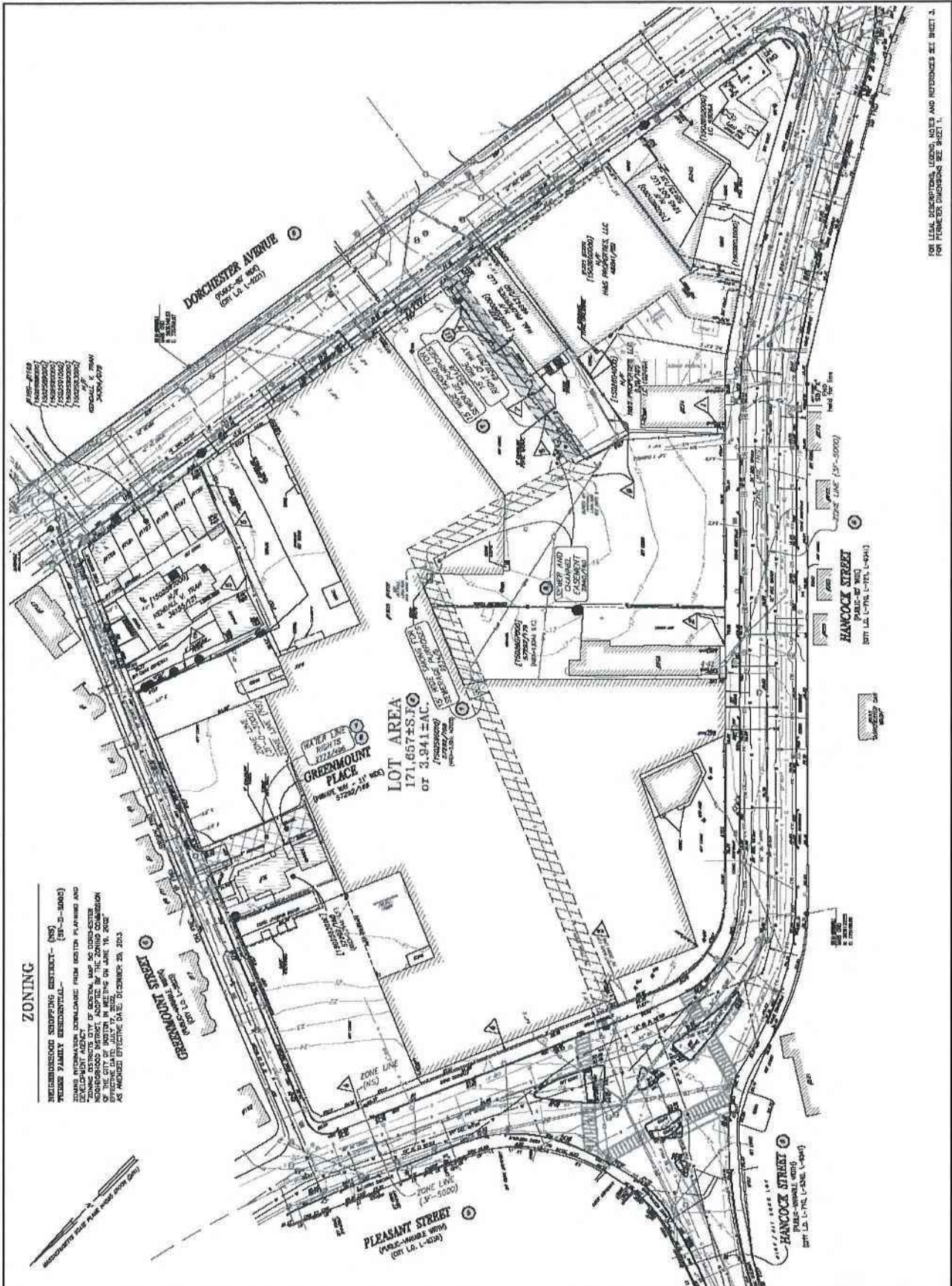
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ALTA/NSPS
LAND TITLE SURVEY
 DOT BLOCK
 DORCHESTER, MA
 (SUFFOLK COUNTY)

PREPARED BY:
SEALS & THOMAS
 880 STATE STREET
 DORCHESTER, MA 01918
 TEL: 781-281-1111
 FAX: 781-281-1112
 www.sealsandthomas.com

DATE: MAY 11, 2018
 SCALE: 1" = 20'
 SHEET NO. 102/102

T-2
 SHEET NO. 2 OF 2

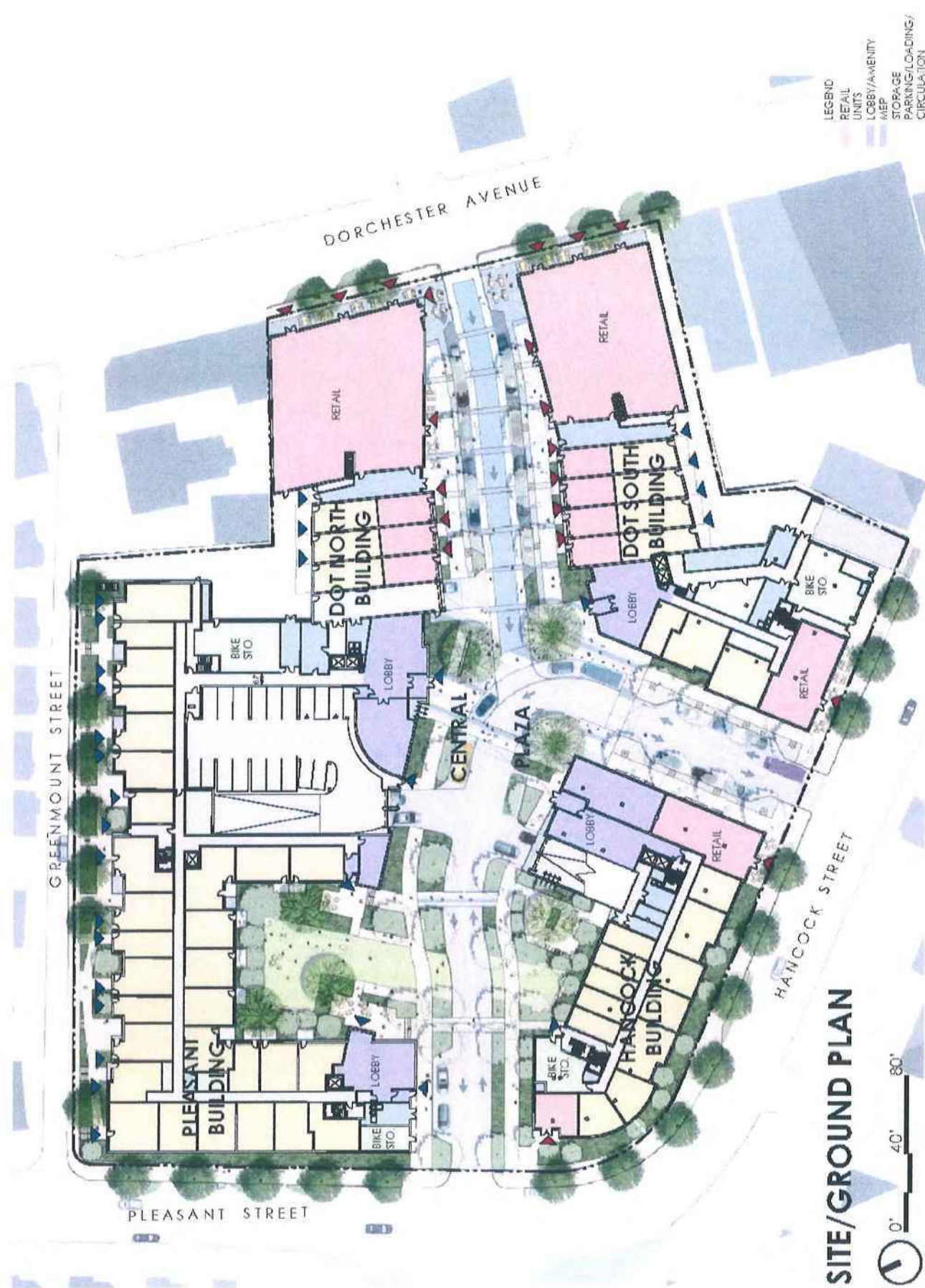


FOR LEGAL DESCRIPTIONS, USES, NOTES AND REFERENCES SEE SHEET 1.
 FOR FURTHER DIMENSIONS SEE SHEET 1.

Attachment B

Site Plan – Proposed Project

[See attached]



SITE/GROUND PLAN



Stamtec [Logo] PRINCIPAL ARCHITECTS

DOT BLOCK

NOTICE OF PROJECT CHANGE

JANUARY 2019

Samuels & Associates WINTERGÖLD, I.I.C.

Attachment C

Project Team

<p><u>Proponent</u></p>	<p><u>Samuels & Associates</u> 136 Brookline Avenue Boston, MA 02215 617/247-3434</p> <p>Peter Sougarides <u>Psougarides@samuelsre.com</u></p> <p>Abe Menzin <u>Amenzin@samuelsre.com</u></p> <p>Greg Contente <u>GContente@samuelsre.com</u></p> <p><u>Wintergold, LLC</u> c/o NPC Mgmt. Co. Box 590179 Newton, MA 02459</p> <p>Nathan Wong <u>Nathan@npcmgmt.com</u> 617/244-2800</p> <p>Kori LaMontagne <u>Kori@npcmgmt.com</u></p>
<p><u>Architect</u></p>	<p><u>Stantec Architecture</u> 311 A Street Boston, MA 02210 617/234-3100</p> <p>James Gray <u>James.Gray@Stantec.com</u></p> <p>Werner Hoffman <u>Werner.Hoffman@Stantec.com</u></p> <p>Louis D. Kraft <u>Louis.Kraft@Stantec.com</u></p>

<p><u>Landscape Architect</u></p>	<p><u>LeBlanc Jones Landscape Architects, Inc.</u> 535 Albany Street, 5A Boston, MA 02118 617/426-6475</p> <p>Keith LeBlanc <u>Keith@LeBlancJones.com</u></p> <p>Doug Jones <u>Doug@LeBlancJones.com</u></p>
<p><u>Retail Consultant</u></p>	<p><u>The Dartmouth Company</u> 351 Newbury Street Boston, MA 02116 617/262-6620</p> <p>Sean Gildea <u>SGildea@Dartco.com</u></p>
<p><u>Community Outreach</u></p>	<p>Catherine O'Neill LLC</p> <p>Catherine M. O'Neill <u>Catherine@Catherineoneill.com</u> (617) 943-6173</p>
<p><u>Civil Engineer</u></p>	<p><u>Beals and Thomas, Inc.</u> Reservoir Corporate Center 144 Turnpike Road Westborough, MA 01772-2104 508/366-0560</p> <p>Richard Kosian <u>RKosian@BealsandThomas.com</u></p> <p>Jeffrey Heidelberg <u>JHeidelberg@BealsandThomas.com</u></p>

<p>Transportation/Traffic Engineer</p>	<p>Howard Stein Hudson 11 Beacon Street, Suite 1010 Boston, MA 02108 617/482-7080</p> <p>Brian Beisel BBeisel@HSHAssoc.com</p> <p>Andrew Fabiszewski AFabiszewski@HSHAssoc.com</p>
<p>Mechanical, Electrical and Plumbing Engineer</p>	<p>R.W. Sullivan 529 Main Street Charlestown, MA 02129-1107 617/523-8227</p> <p>Dorian Alba Daa@RWSullivan.com</p>
<p>Geotechnical/Environmental Engineer</p>	<p>Haley & Aldrich 465 Medford Street Charlestown, MA 02129-1400 617/886-7400</p> <p>Marya E. Gorczyca MGorczyca@HaleyAldrich.com</p> <p>Rebecca Higgins RHiggins@haleyaldrich.com</p> <p>Ian Phillips IPhillips@HaleyAldrich.com</p>

Attachment D

Floor Plans and Renderings of Proposed Project

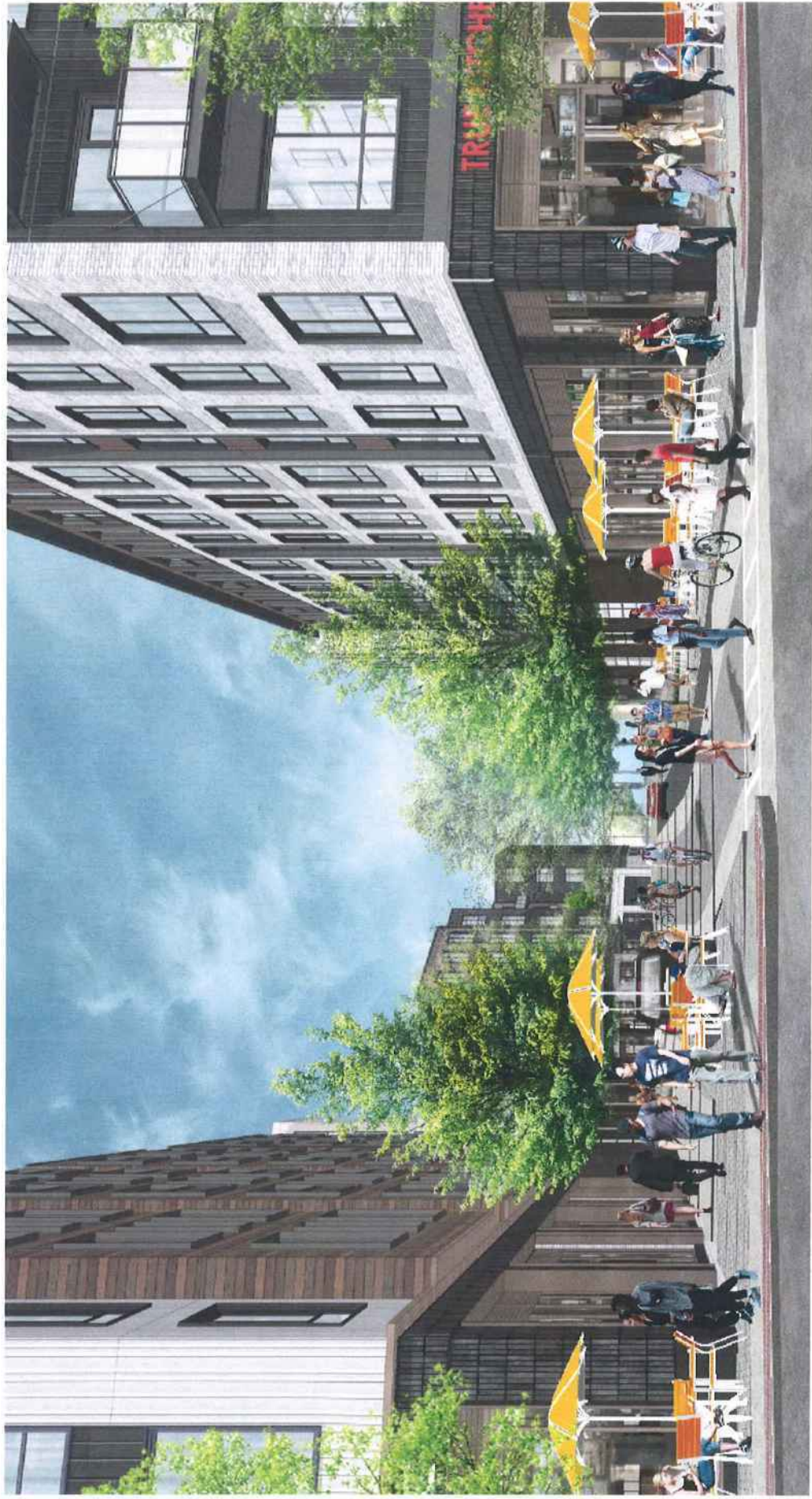
[See attached]



AERIAL VIEW



DORCHESTER AVENUE VIEW



VIEW FROM DORCHESTER AVE



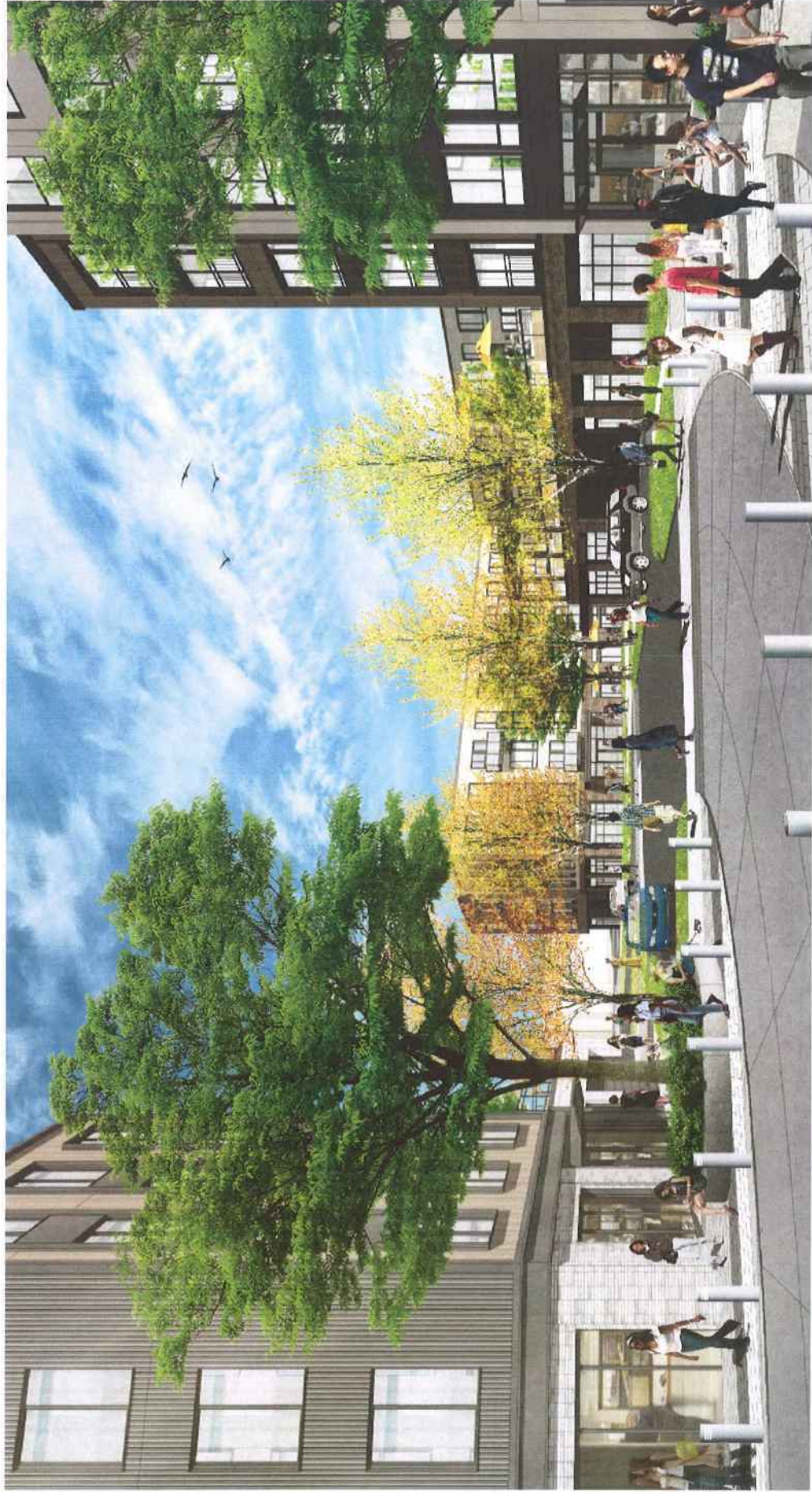
HANCOCK STREET VIEW



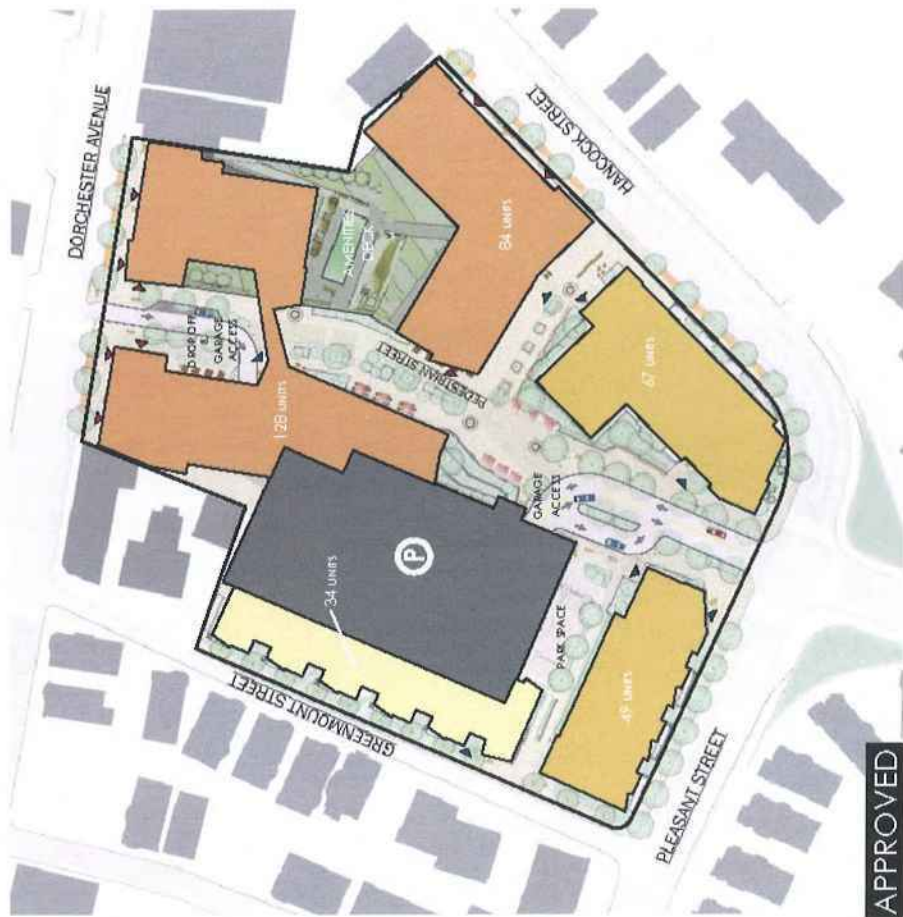
PLEASANT STREET VIEW



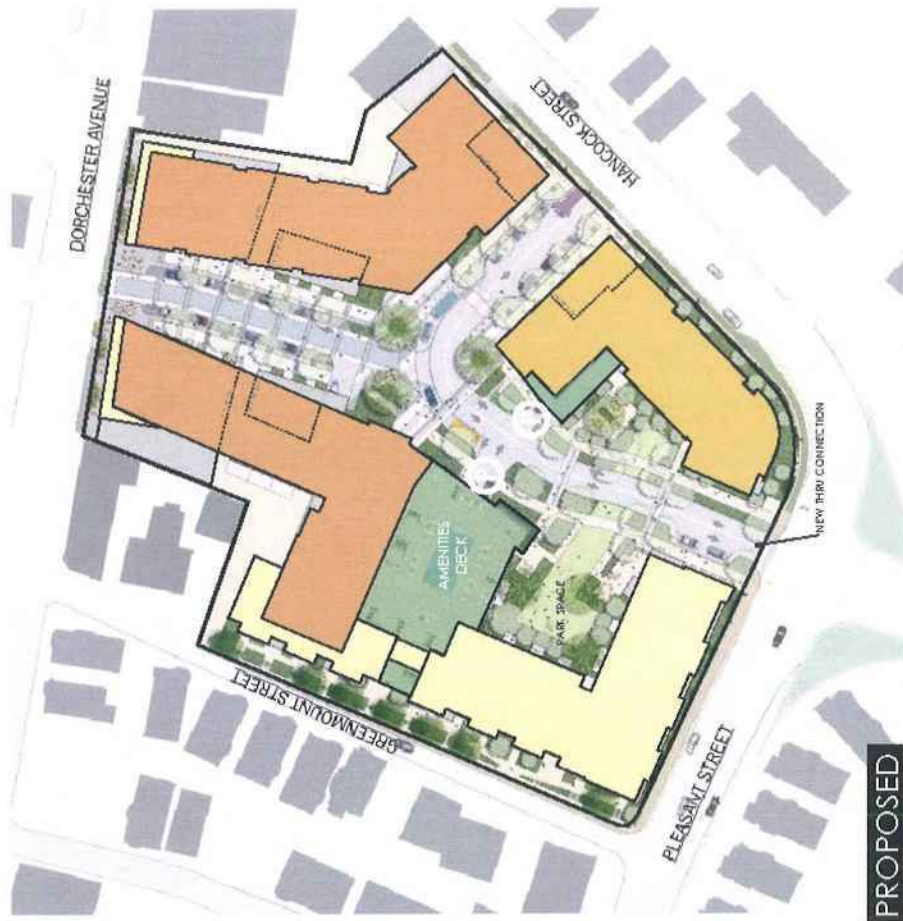
GREENMOUNT STREET VIEW



CENTRAL PLAZA VIEW

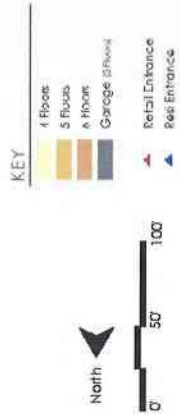


APPROVED



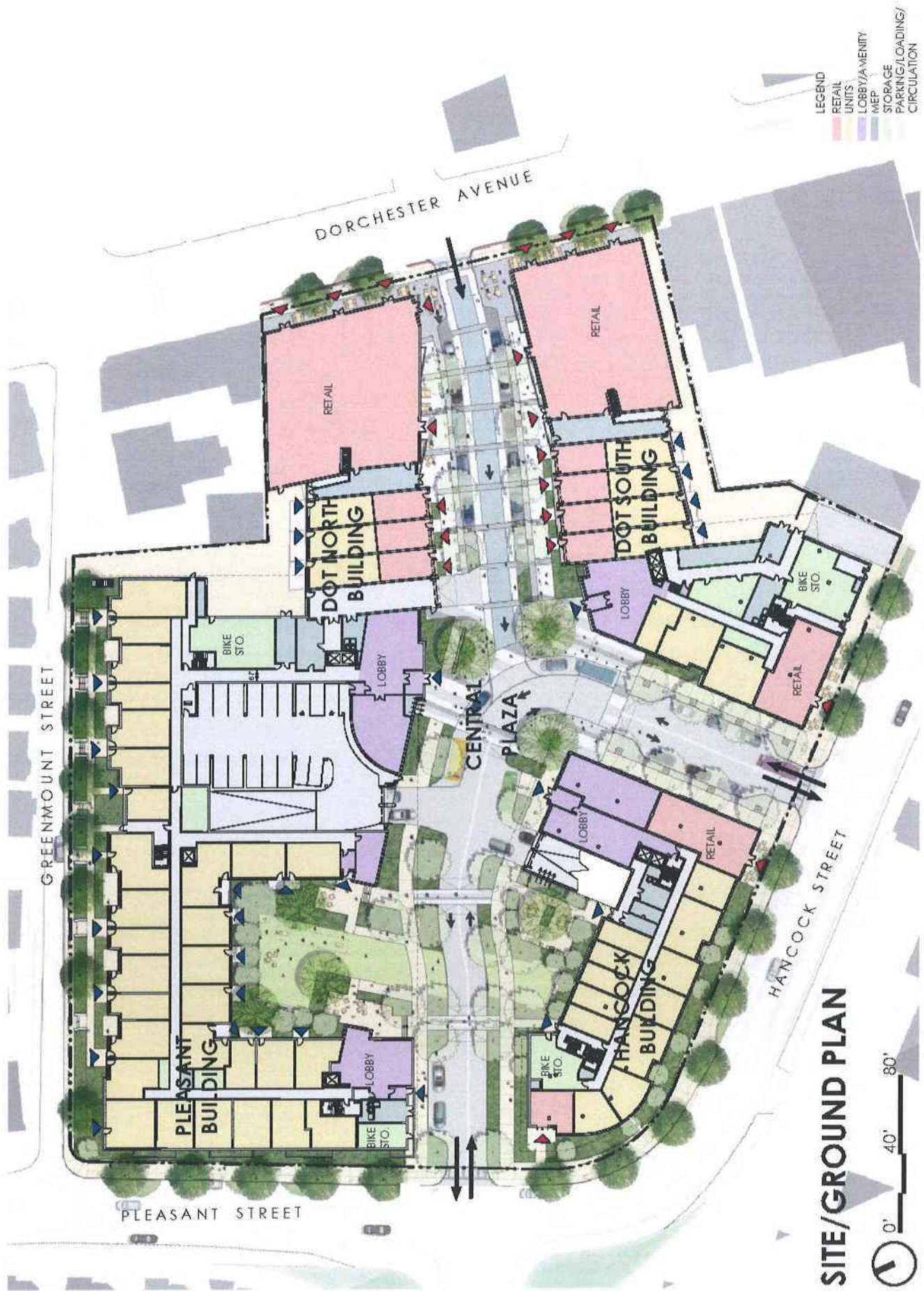
PROPOSED

PLAN COMPARISON





MASSING COMPARISON



SITE/GROUND PLAN

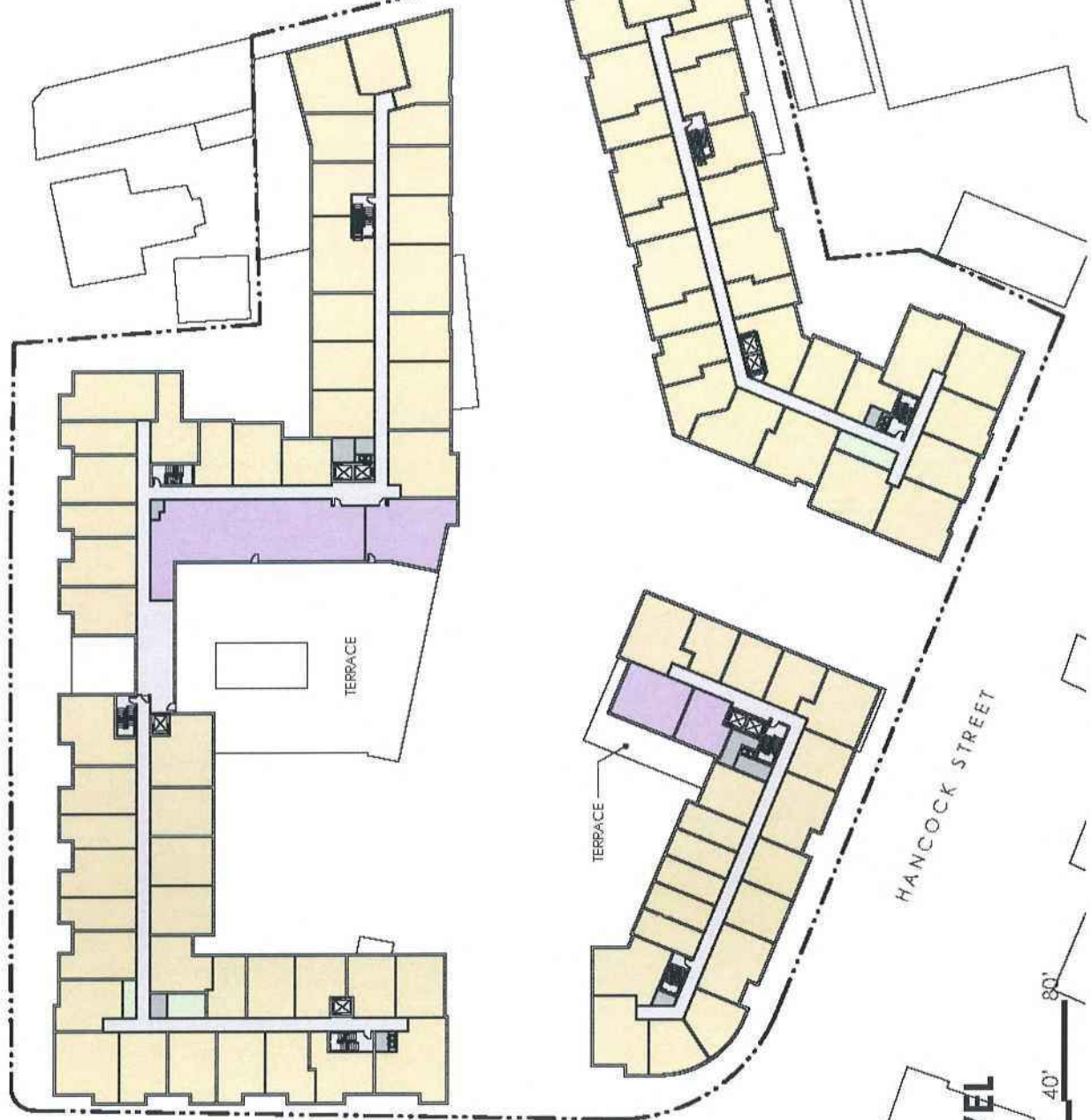


- LEGEND
- RETAIL
 - UNITS
 - LOBBY/AMENITY
 - STORAGE
 - PARKING/LOADING/
 - CIRCULATION



GREENMOUNT STREET

DORCHESTER AVENUE



PLEASANT STREET

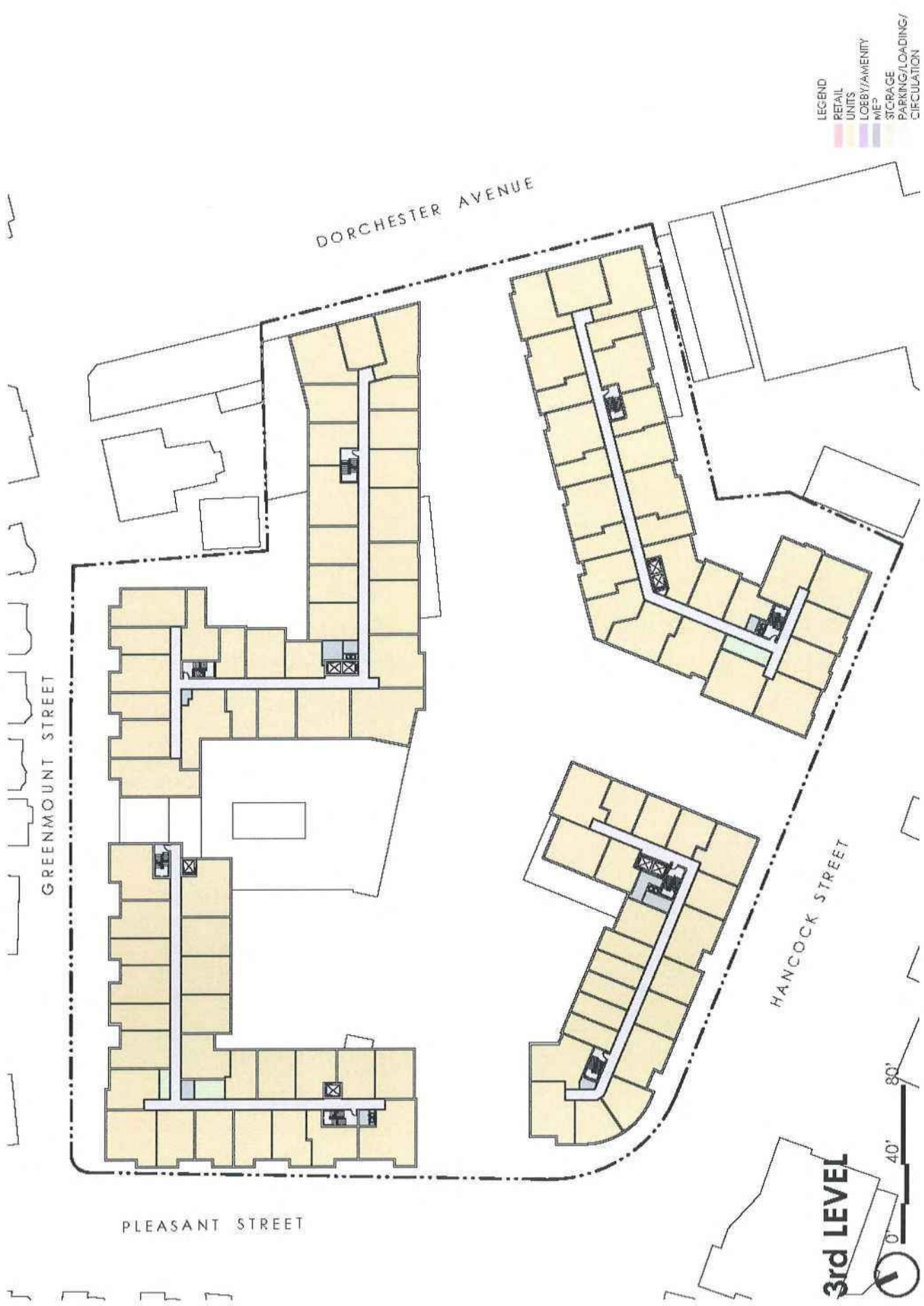
HANCOCK STREET

2nd LEVEL



- LEGEND
- RETAIL
- UNITS
- LOBBY/AMENITY
- MEP
- STORAGE
- PARKING/LOADING/
- CIRCULATION





- LEGEND
- RETAIL
 - UNITS
 - LOBBY/AMENITY
 - MEP
 - STORAGE
 - PARKING/LOADING/ CIRCULATION

3rd LEVEL

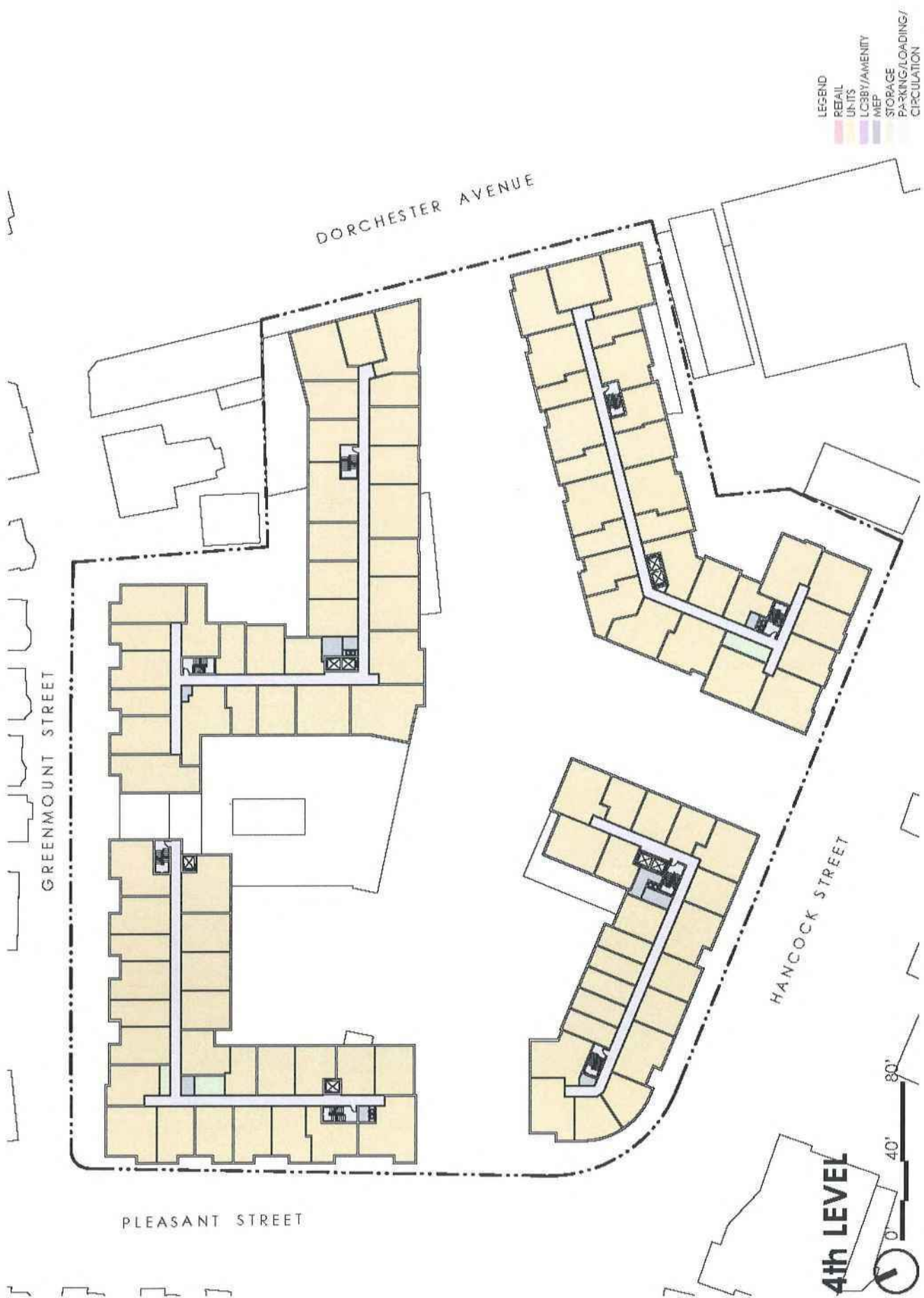


GREENMOUNT STREET

PLEASANT STREET

DORCHESTER AVENUE

HANCOCK STREET



- LEGEND
- RETAIL
 - UNITS
 - LOBBY/AMENITY
 - MEP
 - STORAGE
 - PARKING/LOADING/ CIRCULATION

4th LEVEL

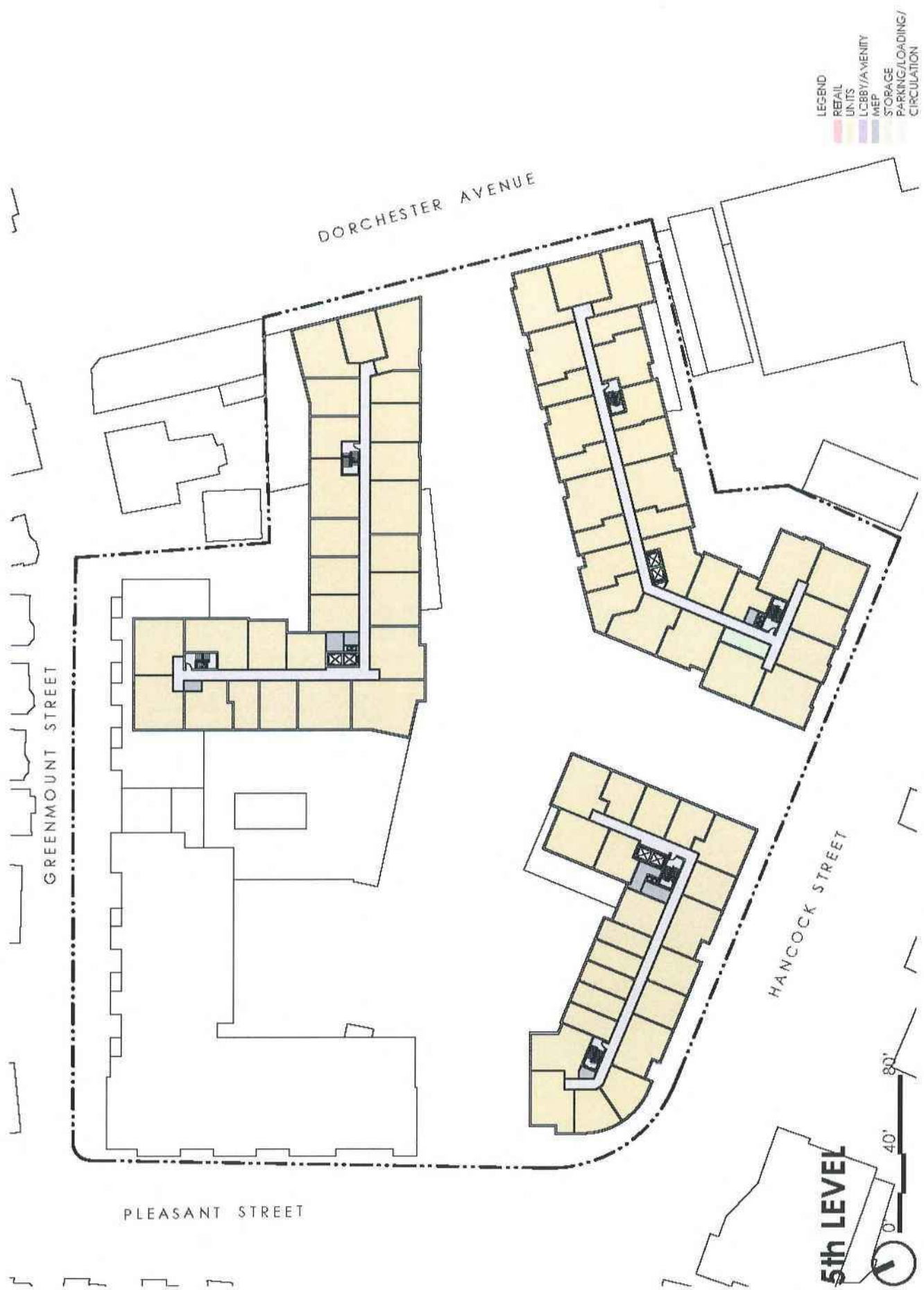


GREENMOUNT STREET

PLEASANT STREET

DORCHESTER AVENUE

HANCOCK STREET



- LEGEND
- REFAIL
 - UNITS
 - LOBBY/AVENUE
 - MEP
 - STORAGE
 - PARKING/LOADING/
 - CIRCULATION

5th LEVEL

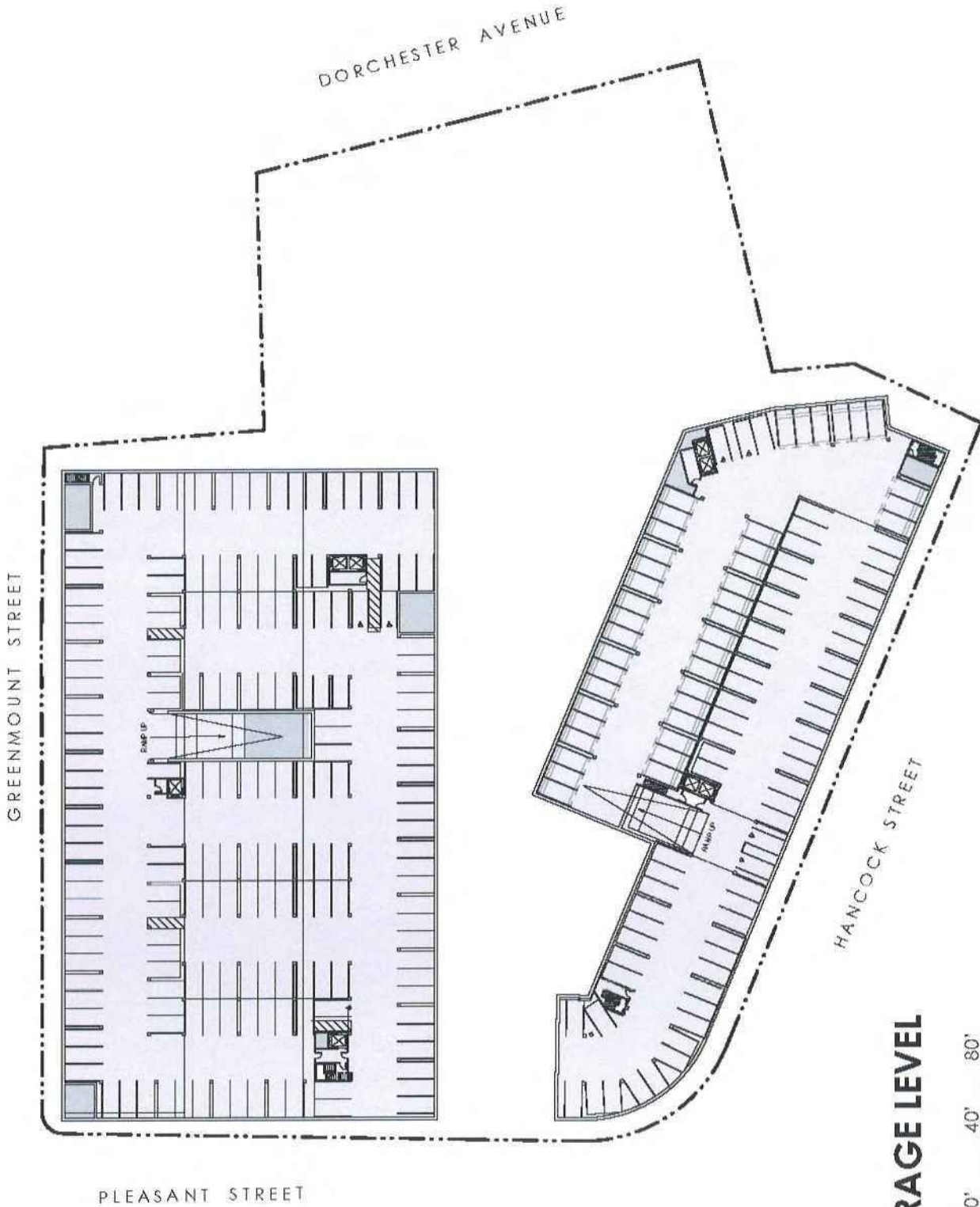




6th LEVEL



- LEGEND
- RETAIL
- UNITS
- LOBBY/AMENITY
- MEP
- STORAGE
- PARKING/LOADING/CIRCULATION



GARAGE LEVEL



- LEGEND
- RETAIL
 - UNITS
 - LOBBY/AMENITY
 - MEP
 - STORAGE/PARKING/LOADING/CIRCULATION

GREENMOUNT STREET

PLEASANT STREET

DORCHESTER AVENUE

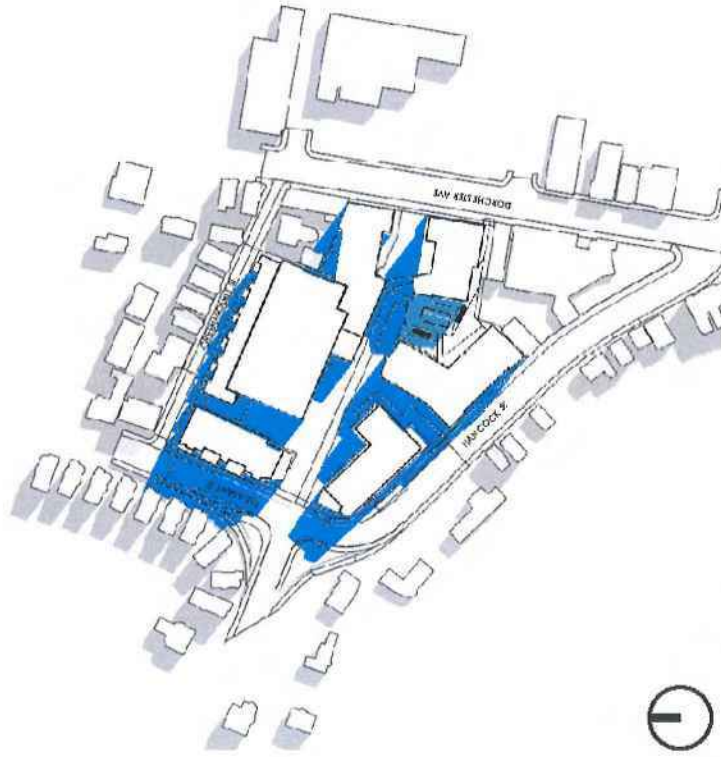
HANCOCK STREET

Attachment E

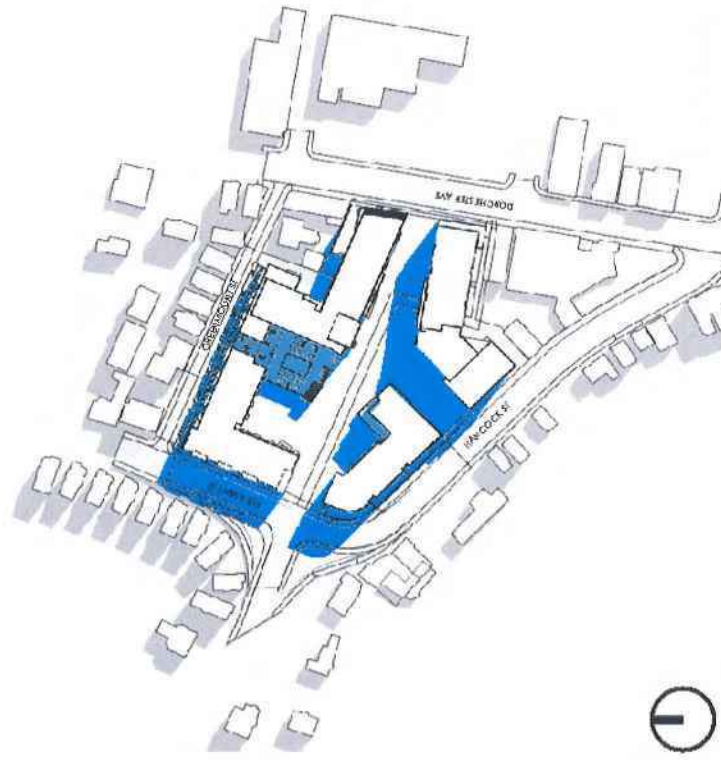
Shadow Studies

[See attached]

MARCH 21 DST- 9am



APPROVED



PROPOSED

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EXISTING SHADOW

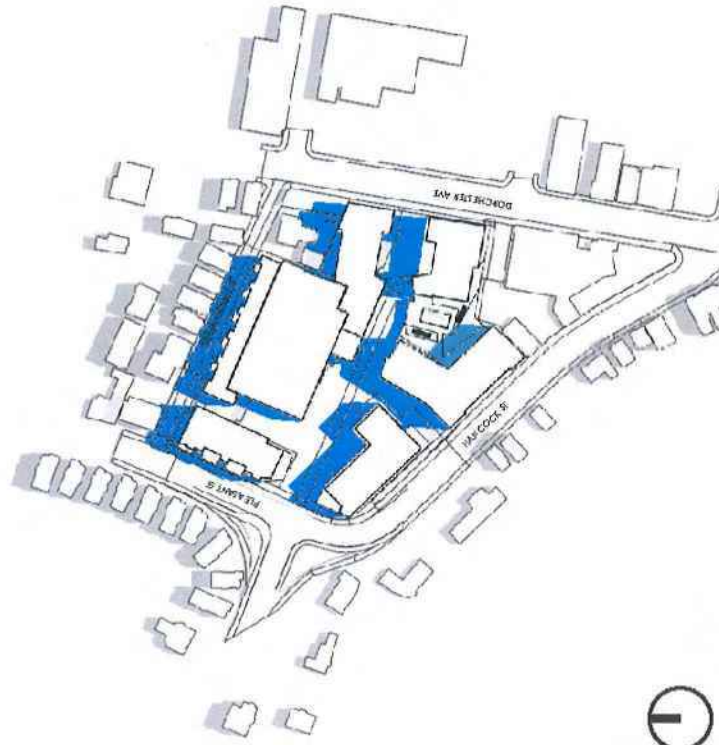


FRANK, O'NEILL &
LANDSCAPE ARCHITECTS

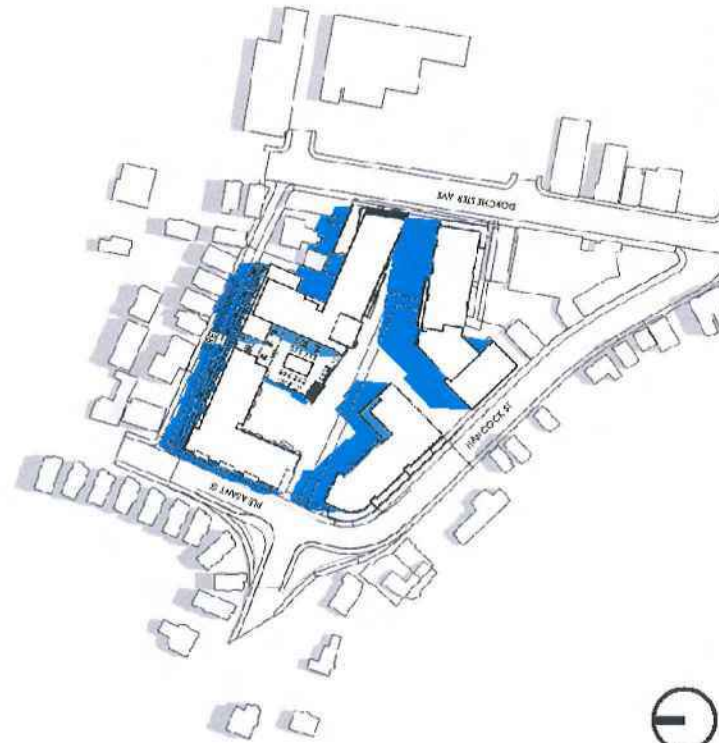
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels &
Associates WINTERGOLD, I.I.C.

MARCH 21 DST- 12pm



APPROVED

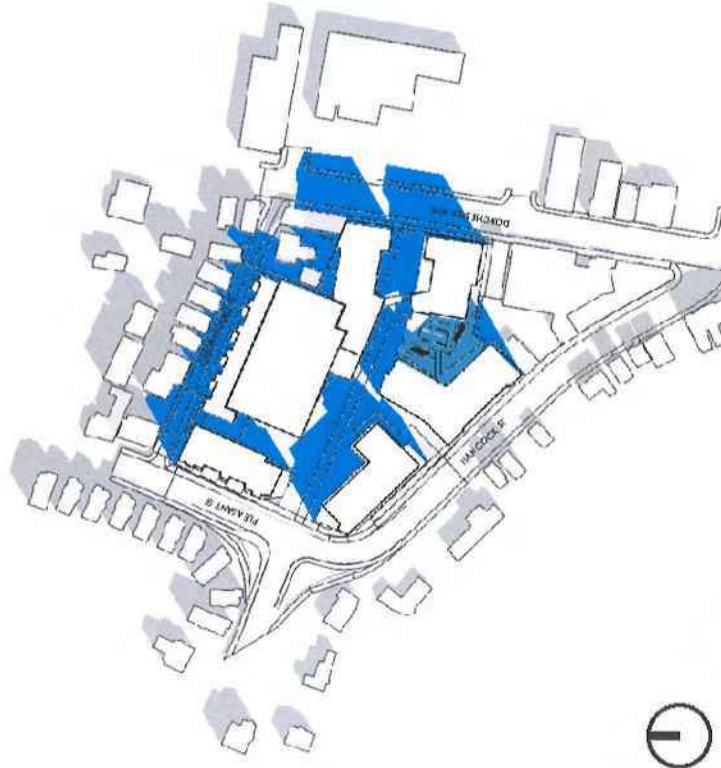


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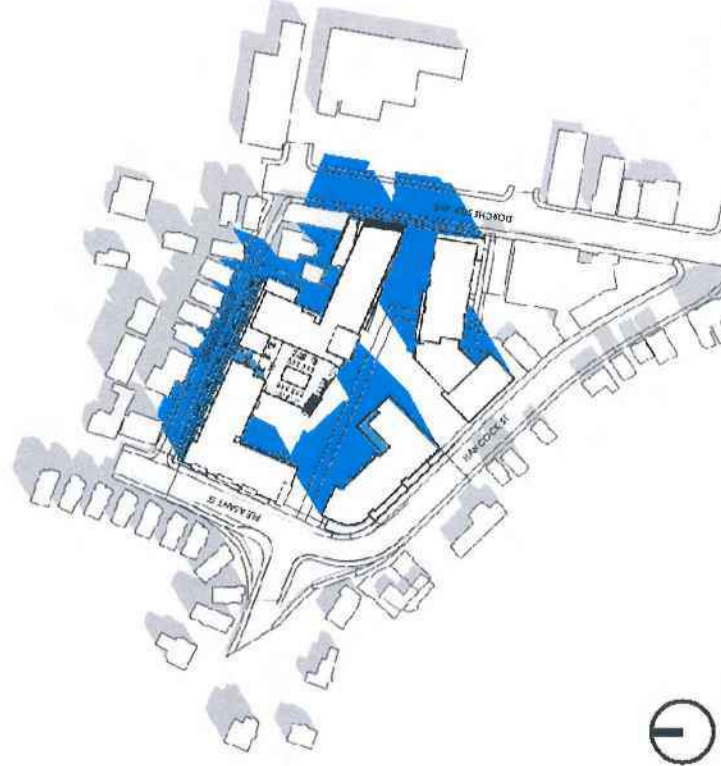
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MARCH 21 DST- 3pm



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PROPOSED

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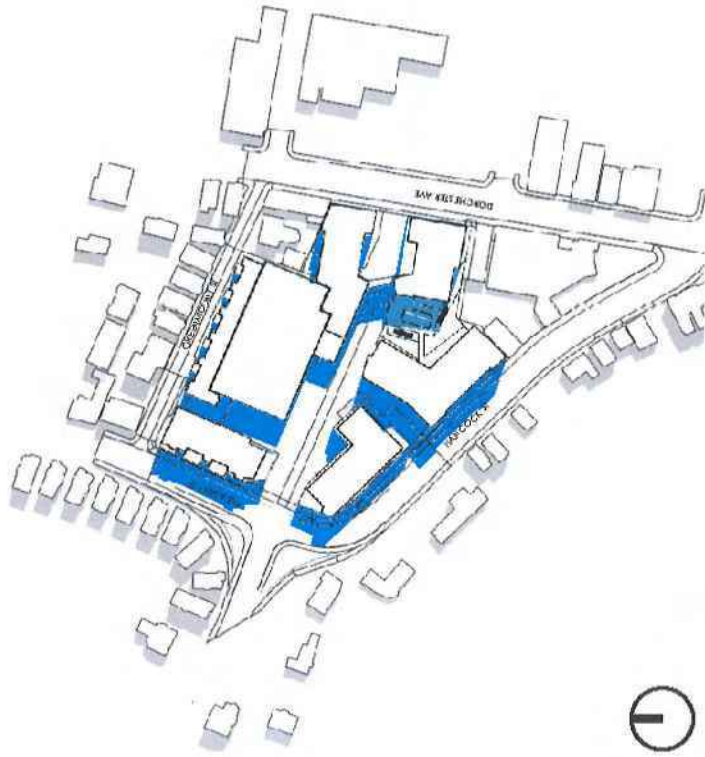


FRANK JOYSS
LANDSCAPE ARCHITECTS

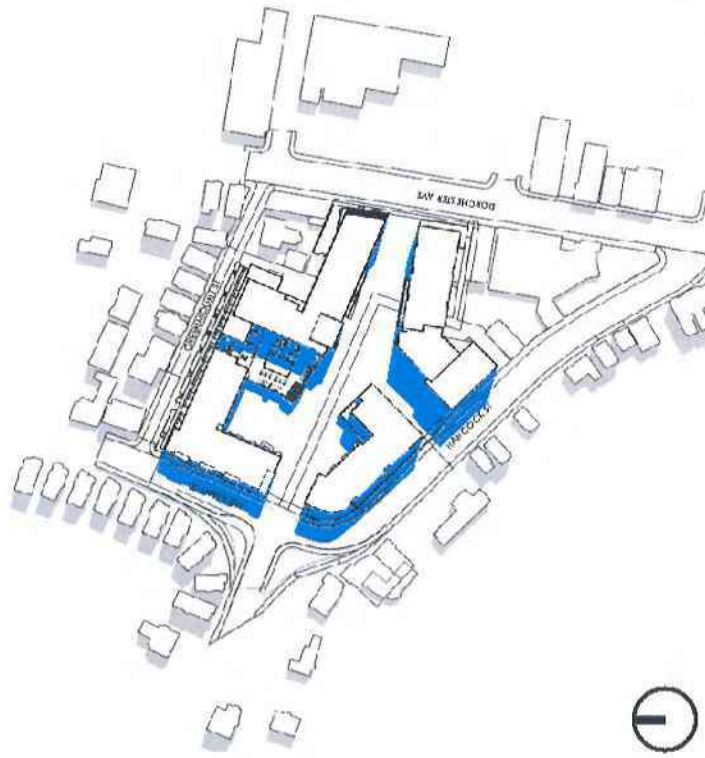
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C.

JUNE 21 DST- 9am



APPROVED



PROPOSED

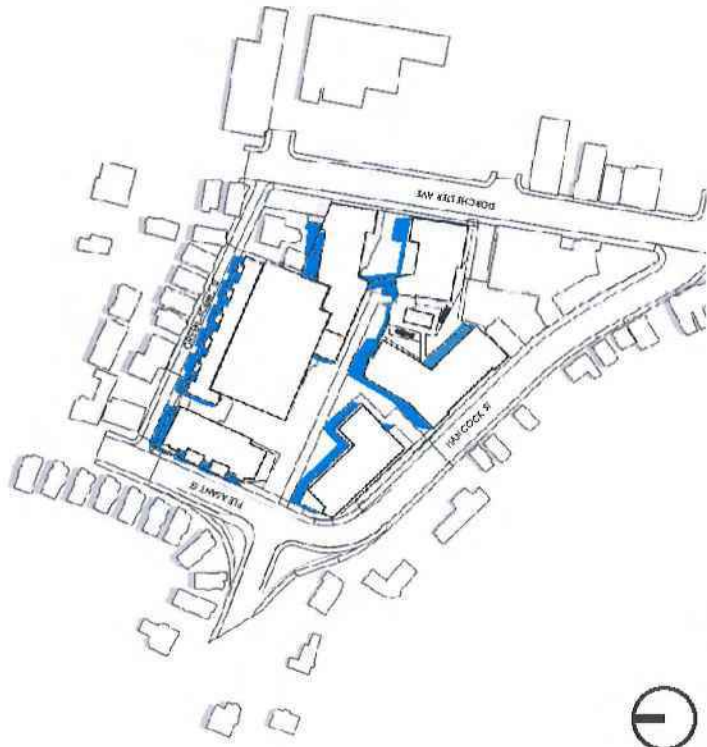
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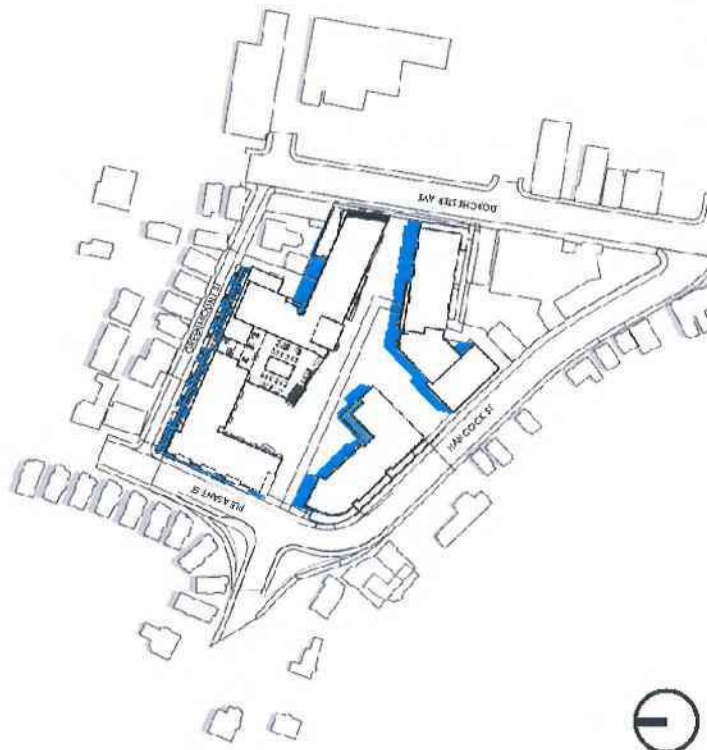
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C

JUNE 21 DST- 12pm



APPROVED



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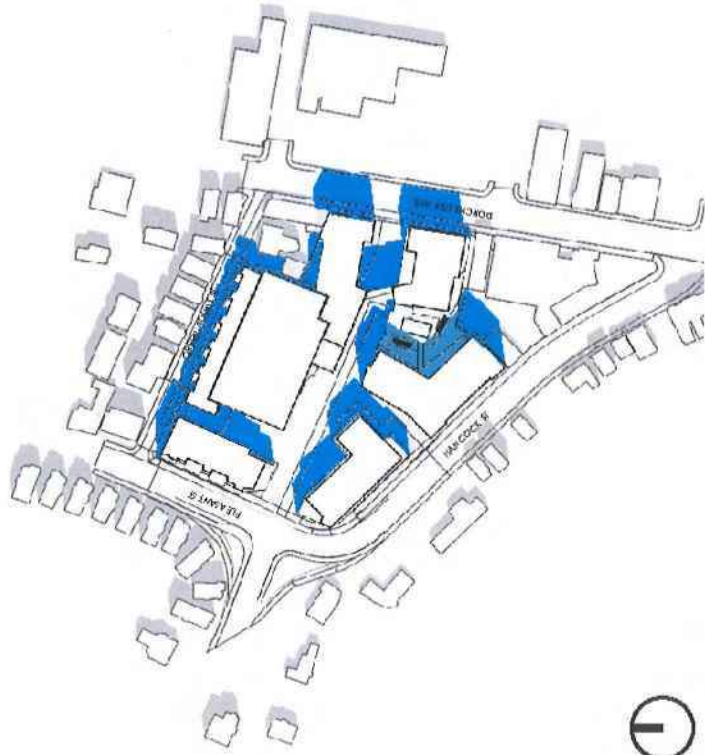
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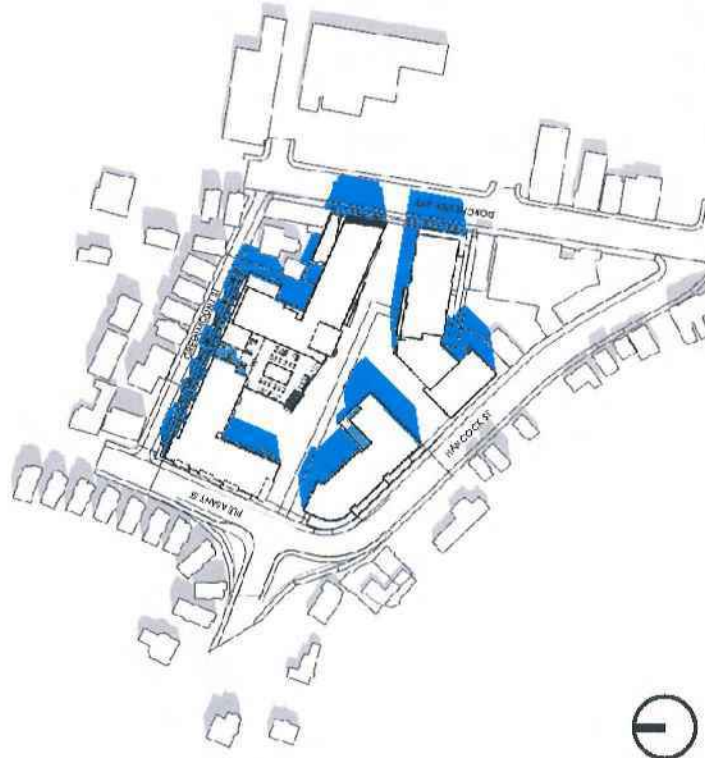
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C

JUNE 21 DST- 3pm



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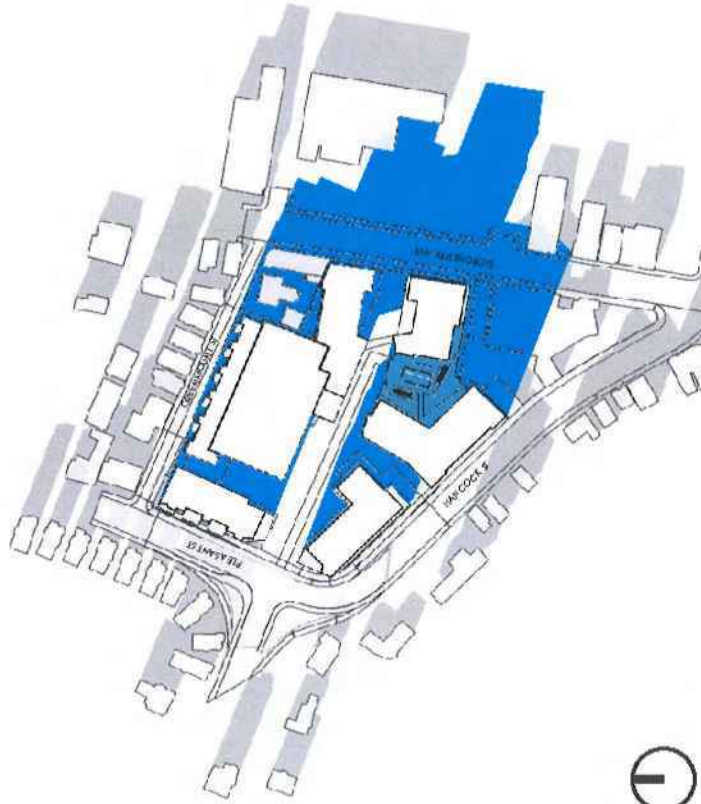
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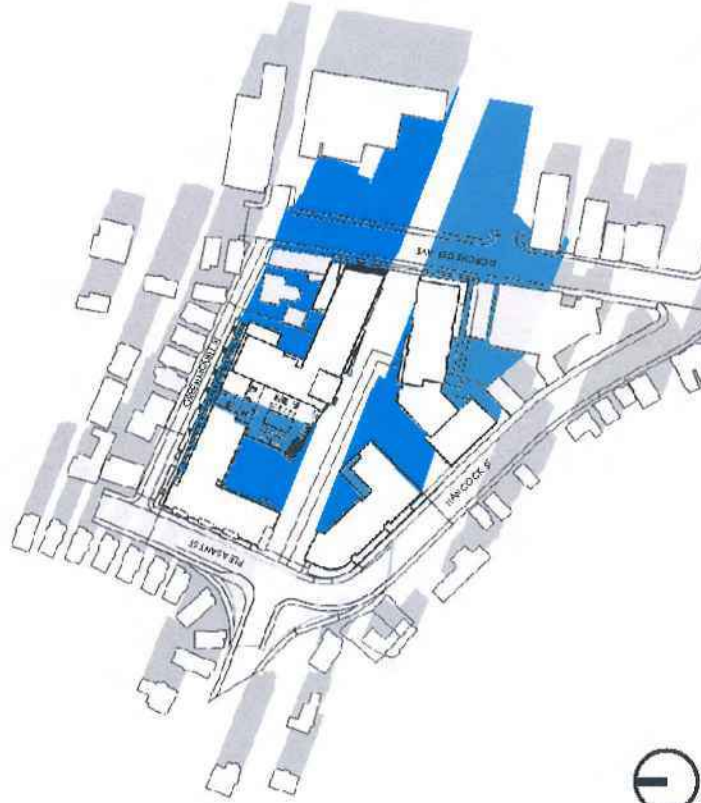
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.L.C.

JUNE 21 DST- 6pm



APPROVED



PROPOSED

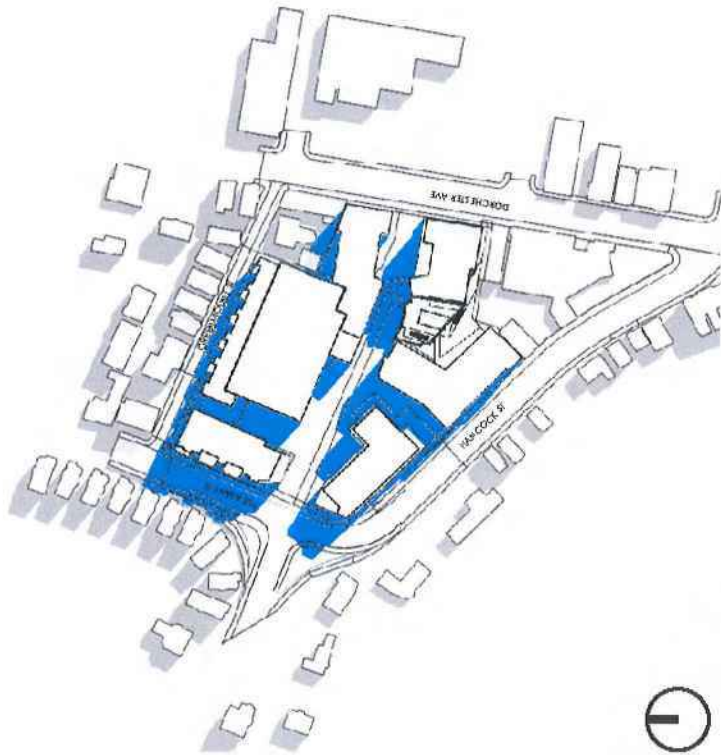
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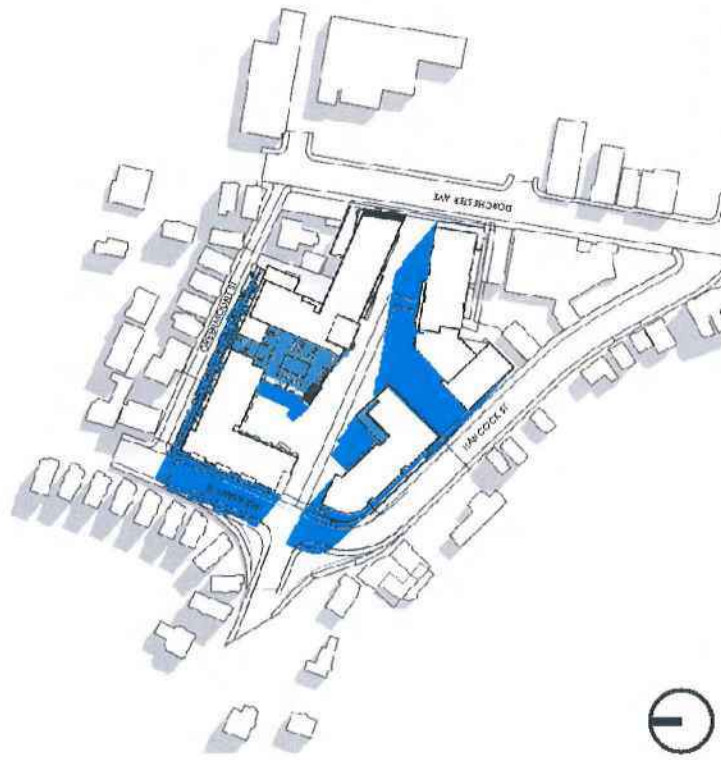
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates WINTERGOLD, I.I.C.

SEPTEMBER 21 DST- 9am



APPROVED



PROPOSED

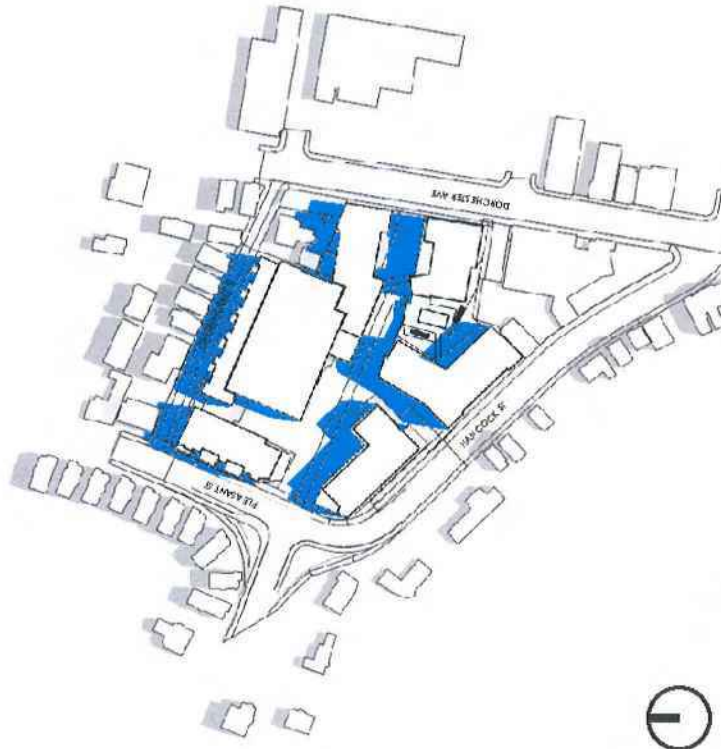
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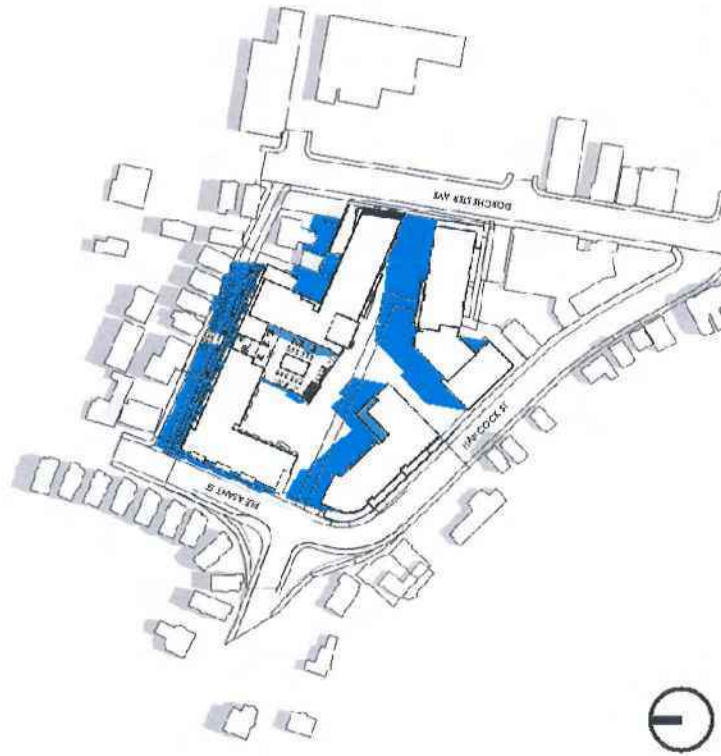
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C.

SEPTEMBER 21 DST- 12pm



APPROVED



PROPOSED

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EXISTING SHADOW

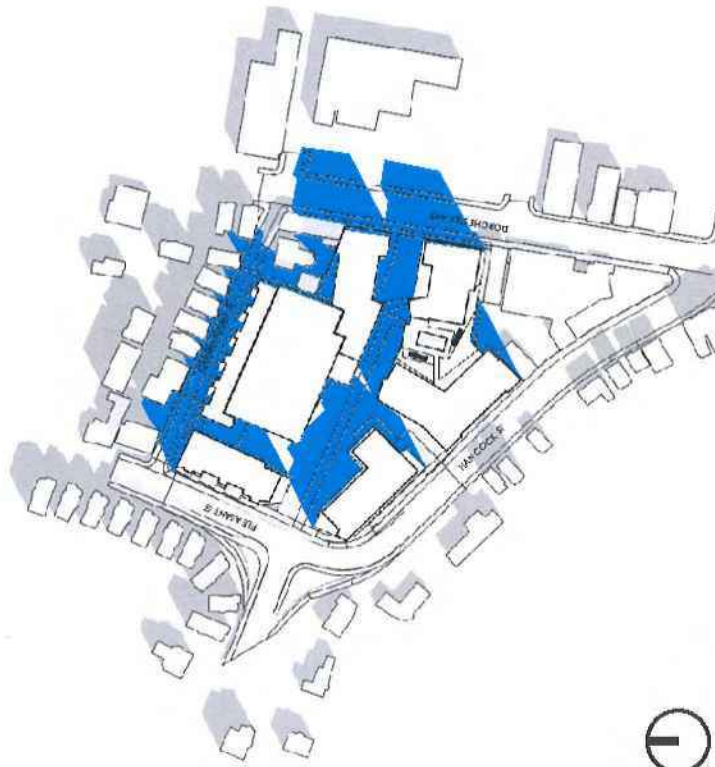


FBIARC JOYFS
LANDSCAPE ARCHITECTS

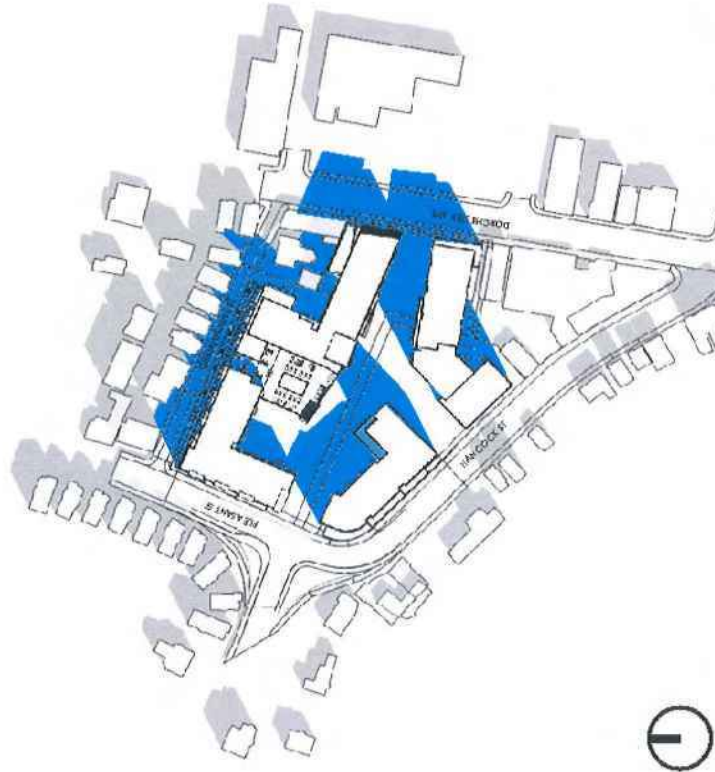
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C

SEPTEMBER 21 DST- 3pm



APPROVED



PROPOSED

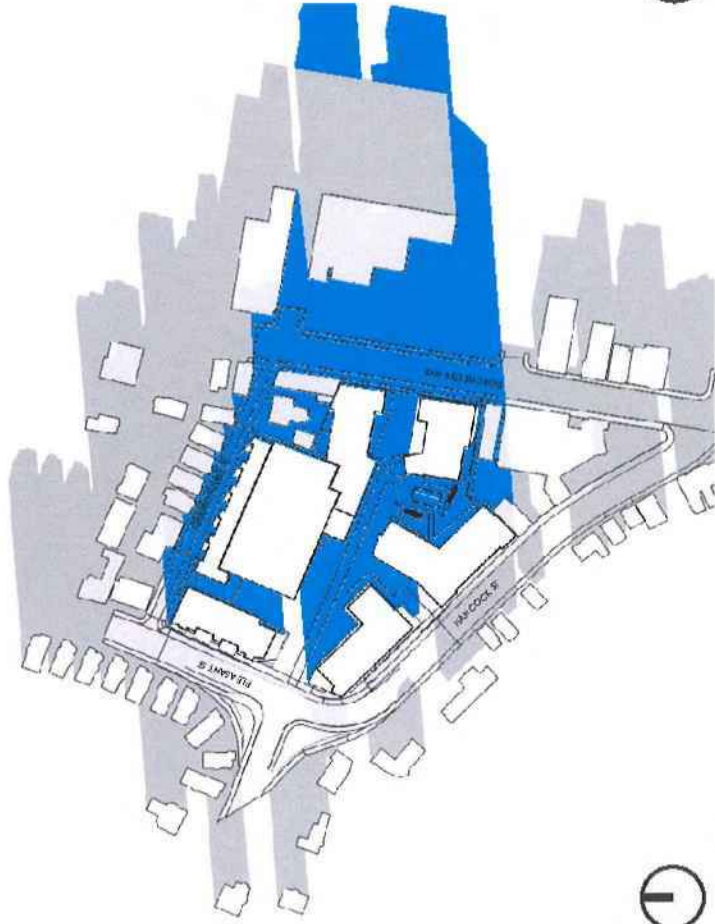
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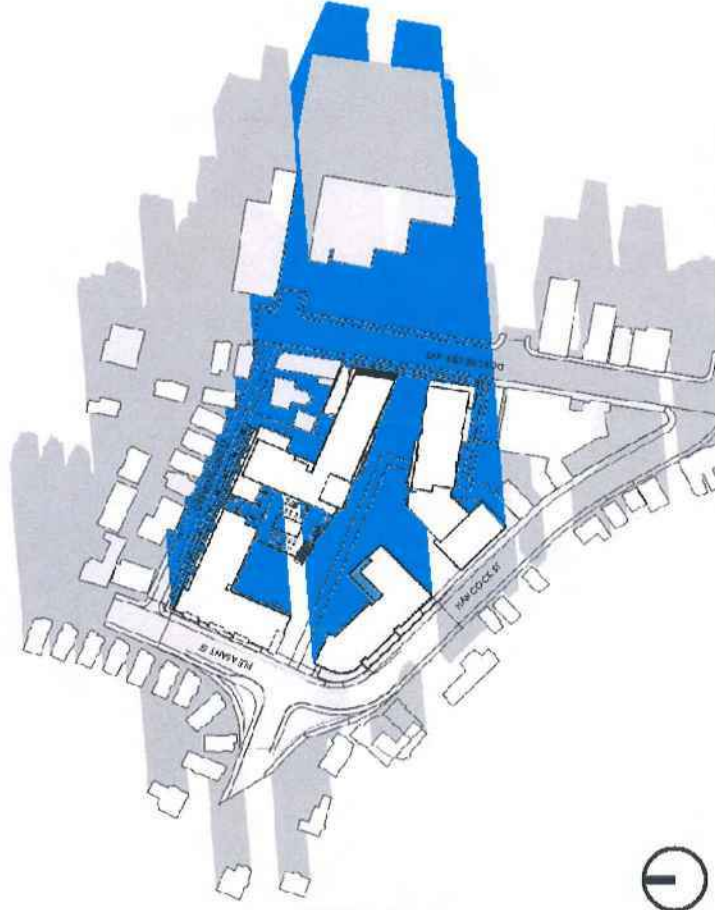
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C.

SEPTEMBER 21 DST- 6pm



APPROVED



PROPOSED

NET NEW SHADOW
EXISTING SHADOW

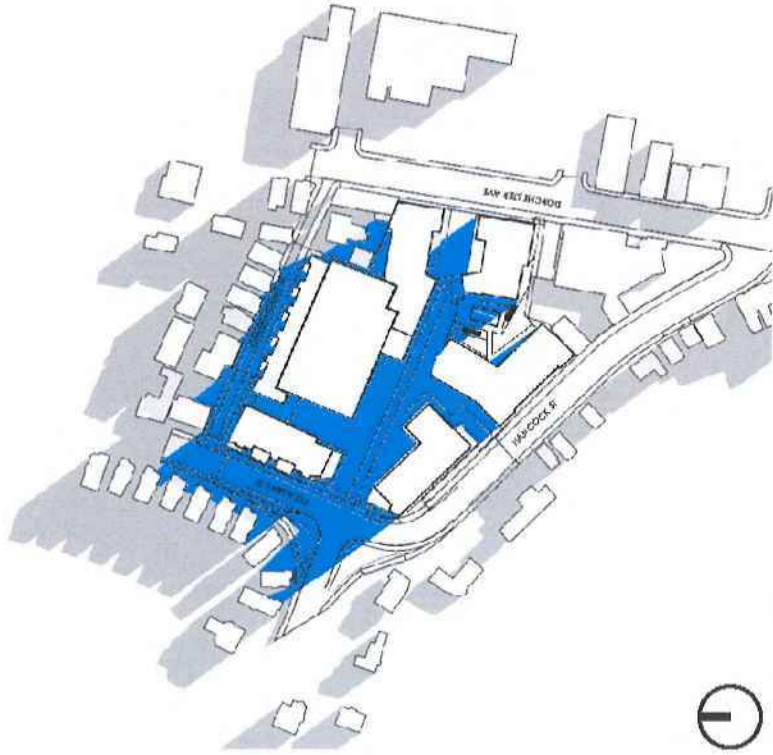


FRANCOIS
LANDSCAPE ARCHITECTS

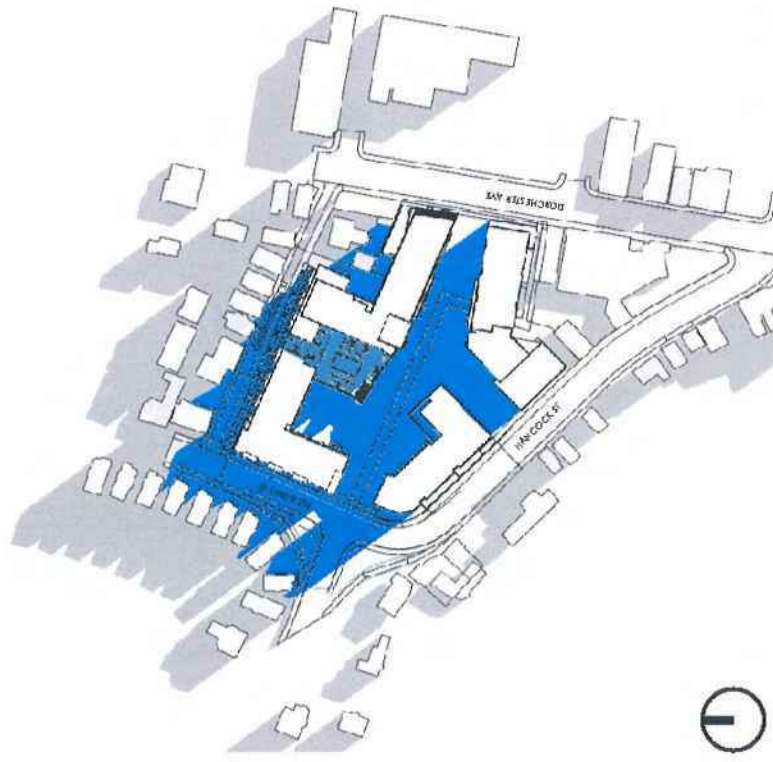
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C.

DECEMBER 21 EST- 9am



APPROVED



PROPOSED

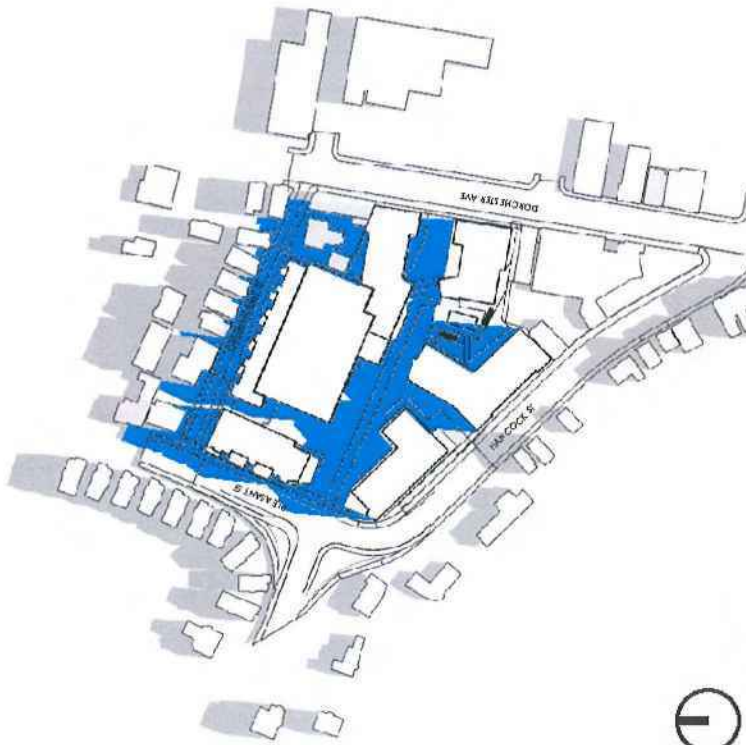
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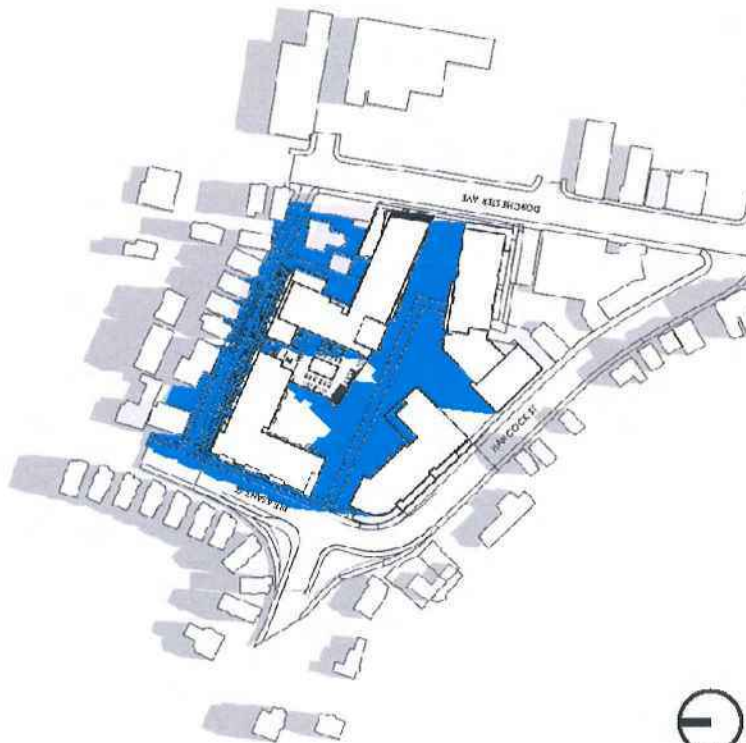
DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.I.C.

DECEMBER 21 EST- 12pm



APPROVED



PROPOSED

NET NEW SHADOW
EXISTING SHADOW



DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates
WINTERGOLD, I.L.C.

DECEMBER 21 EST- 3pm



APPROVED



PROPOSED

NET NEW SHADOW
EXISTING SHADOW



DOT BLOCK | NOTICE OF PROJECT CHANGE | JANUARY 2019

Samuels & Associates WINTERGOLD, I.L.C.

Attachment F

Accessibility Checklist

[See attached]

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information:			
<i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	Dot Bock		
Primary Project Address:	1203-1211 Dorchester Avenue, Boston MA		
Total Number of Phases/Buildings:	4 Buildings		
Primary Contact (Name / Title / Company / Email / Phone):	Abe Menzin/Samuels & Associates/amenzin@samuelsre.com/617-247-3434		
Owner / Developer:	Samuels & Associates		
Architect:	Stantec Architecture		
Civil Engineer:	Beals + Thomas Engineers		
Landscape Architect:	LeBlanc Jones Landscape Architects		
Permitting:	N/A		
Construction Management:	T.B.D.		
At what stage is the project at time of this questionnaire? Select below:			
	<input checked="" type="radio"/> Notice of Project Change	<input type="radio"/> Draft / Final Project Impact Report Submitted	<input type="radio"/> BPDA Board Approved
	<input type="radio"/> BPDA Design Approved	<input type="radio"/> Under Construction	<input type="radio"/> Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	No		
2. Building Classification and Description:			
<i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	171,657 sf	Building Area:	418,000 gsf
Building Height:	75 feet max.	Number of Stories:	6 Flrs.max.
First Floor Elevation:	Varies - 19'-22.5' BCB	Is there below grade space:	<input checked="" type="radio"/> Yes / <input type="radio"/> No
What is the Construction Type? (Select most appropriate type)			
*NOTE: Wood Frame on Non-combustible podium	<input checked="" type="radio"/> Wood Frame	<input type="radio"/> Masonry	<input type="radio"/> Steel Frame <input type="radio"/> Concrete

What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
	List street-level uses of the building:			
<i>Residential, Retail, Restaurant, Lobby, Parking, Services, Off-Street Loading and Resident Amenity Spaces</i>				
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The project site is located in the Glover’s Corner area of Dorchester along the 1200 block of Dorchester Avenue. The site is bounded by Dorchester Avenue to the east, Hancock Street to the south, Pleasant Street to the west, and Greenmount Street to the north. The project site slopes gradually from Dorchester Avenue up to the corner of Pleasant and Greenmount Streets.			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	MBTA Red Line at Savin Hill is approximately 0.3 miles to the northeast. The MBTA #18 Bus runs along Dorchester Avenue with bus stops at each end of the block.			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	First Parish Dorchester, Mather School, Boston Public Schools Welcome Center, Edward Everett School, St. Mary’s Center for Women and Children, St. Peter’s Church			
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Boys & Girls Club Dorchester, Municipal Police Station, US Social Security Administration			
4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i>				
Is the development site within a historic district? <i>If yes</i> , identify which district:	No			

<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>Yes, existing sidewalks surround the project site. They vary in width from six to ten feet, are concrete and in poor to fair condition.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>All sidewalks and pedestrian ramps immediately adjacent to the project site will be replaced. All streetscape improvements will comply with ADA / MAAB regulations, including the addition of yellow composite detectable warning surfaces, cast in concrete. All streetscape improvements will also be subject to BPDA and City of Boston Public Improvement Commission (PIC) approval.</p>
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>Yes, Neighborhood Residential</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>Sidewalk widths will vary from approximately eight to sixteen feet and include a frontage and pedestrian zone. The wider sidewalks along retail zones will include furnishing zones. In all cases the clear pedestrian path will be at least six feet wide; precise dimensions will be as approved by the BPDA and the PIC.</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>Proposed sidewalks will be concrete with granite curbs and some accent pavers outside the clear pedestrian zone.</p>

<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</i></p>	<p>Yes. Dimensions to be determined as part of design review process, Sidewalk cafes will be within project site, not the street rights-of-way.</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>Yes but no pedestrian rights of way are proposed within the project site because all buildings in the project will be set back from the property line.</p>
<p>Will any portion of the Project be going through the PIC? <i>If yes, identify PIC actions and provide details.</i></p>	<p>Yes – streetscape improvements; redesign and reconstruction of Pleasant/Hancock Street intersection. Details to be as agreed by BPDA, Boston Transportation Department and PIC.</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>Approximately 345 garage parking spaces in a garage and approximately 19 surface parking spaces along the interior drives within the project site.</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>Eight total accessible spaces with one being classified as a van accessible space within parking garage.</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</i></p>	<p>No</p>
<p>Where is the accessible visitor parking located?</p>	<p>Located in the garage near each of the lobby entrances.</p>
<p>Has a drop-off area been identified? <i>If yes, will it be accessible?</i></p>	<p>Yes and Yes</p>

<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Each entry point for retail, residential, or amenities from surrounding streets and internal drives will be accessible with a flush condition.
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	Yes
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	Providing signage when accessible route is not in direct view of pedestrian. Will include wayfinding for any vertical transportation as necessary.
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	Approximately 488 residential units, approximately 7 of which may be artist live/work units.
<i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i>	All residential units will be rental units. Project will comply with the City's IDP requirements, with precise number of units and unit break-down TBD with BPDA.
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	Five percent of the total unit count will be Group 2 units in accordance with MAAB regulations.
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	Number of Group 2 units that will also be IDP units will be consistent with IDP requirements, and approved by BPDA.
<i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i>	N/A

<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i>, provide reason.</p>	<p>No</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p>	<p>Yes, all buildings will be served by elevators. There will be a minimal number of fully compliant ramps; no lifts are currently contemplated.</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<ul style="list-style-type: none"> • Providing over one acre of open space; • Creating a new traffic pattern at the Hancock Street/Pleasant Street intersection that is safer for vehicular traffic and pedestrian and bicyclist use; • Providing new bicycle facilities, including on-site bike storage for the commercial uses at the project and covered/secure bicycle parking for project residents; • Providing other potential transit options, such as a car-sharing service and electrical vehicle charging stations, and a bicycle sharing station in the vicinity of the project; • Endeavoring to provide free overnight use of the garage for abutters and/or Dorchester residents within the immediate area of the Project during snow emergencies; • Establishing a community fund for the benefit of the immediate neighborhood in the amount of \$250,000, to be managed by the BPDA; • Contributing \$2,500 towards the restoration of the Lyman Fountain in Eaton Square (Bowdoin Street); • Contributing \$2,500 to the Friends of Ronan Park non-profit organization to aid in the maintenance of that park; and • Contributing \$25,000 for the purchase of security cameras to be used in the area of Bay Street, connected into the Boston Regional Intelligence Center and used by the Boston Police Department.

<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>The design plans will be inclusionary, with designated and convertible spaces in all common social spaces. This includes the interior lounge areas, fitness facilities, and public courtyard amenities (including the pool, patio, green space and barbeque grills).</p>
<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? <i>If no</i>, explain why not.</p>	<p>Yes; will be ADA compliant</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>Not yet.</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>Not yet.</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p> <p>Included</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p> <p>Included</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)</p> <p>Included</p>	

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Not Included – locations not determined at this time.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

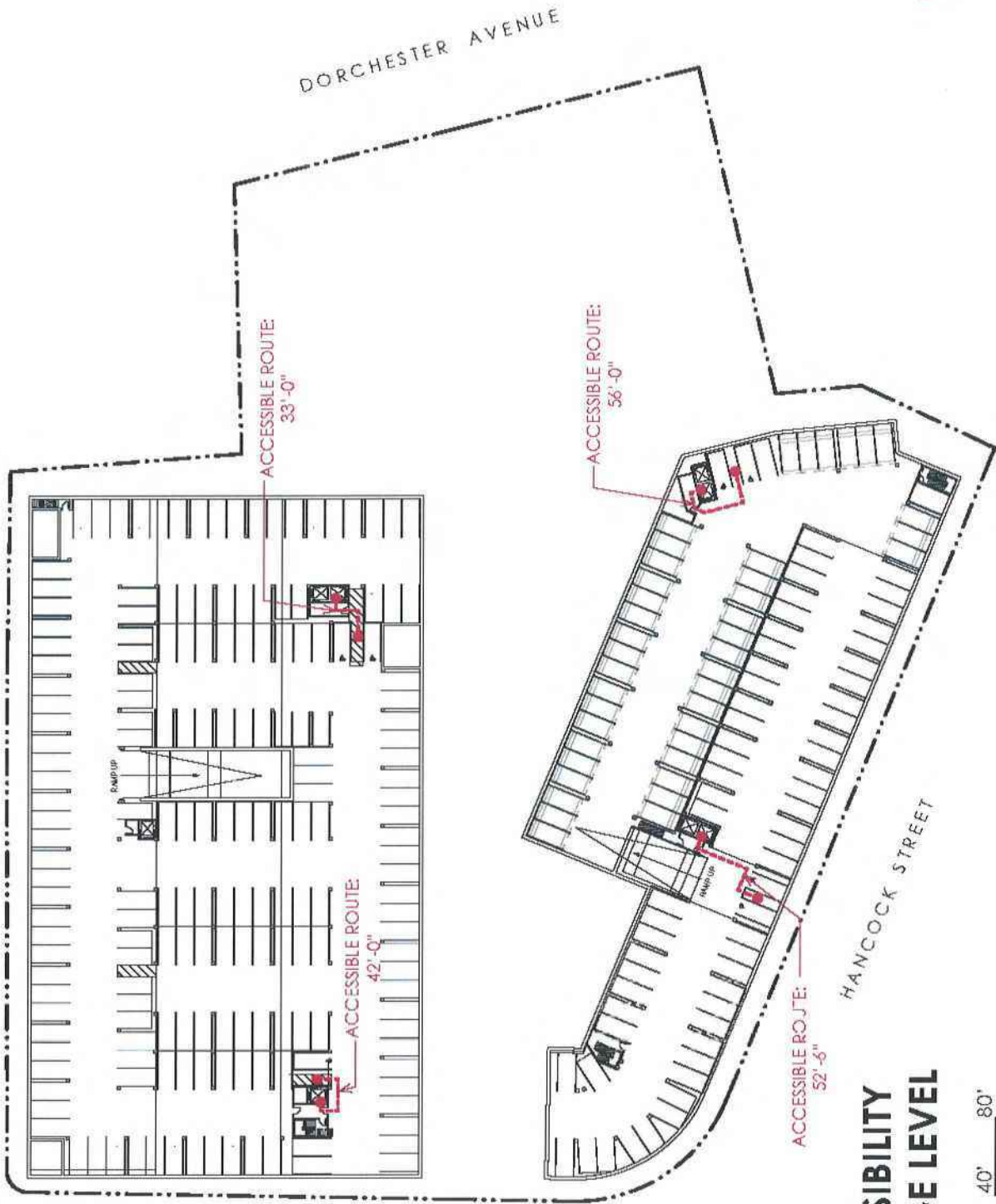
For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

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

Architectural Access staff can be reached at:

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

GREENMOUNT STREET



PLEASANT STREET

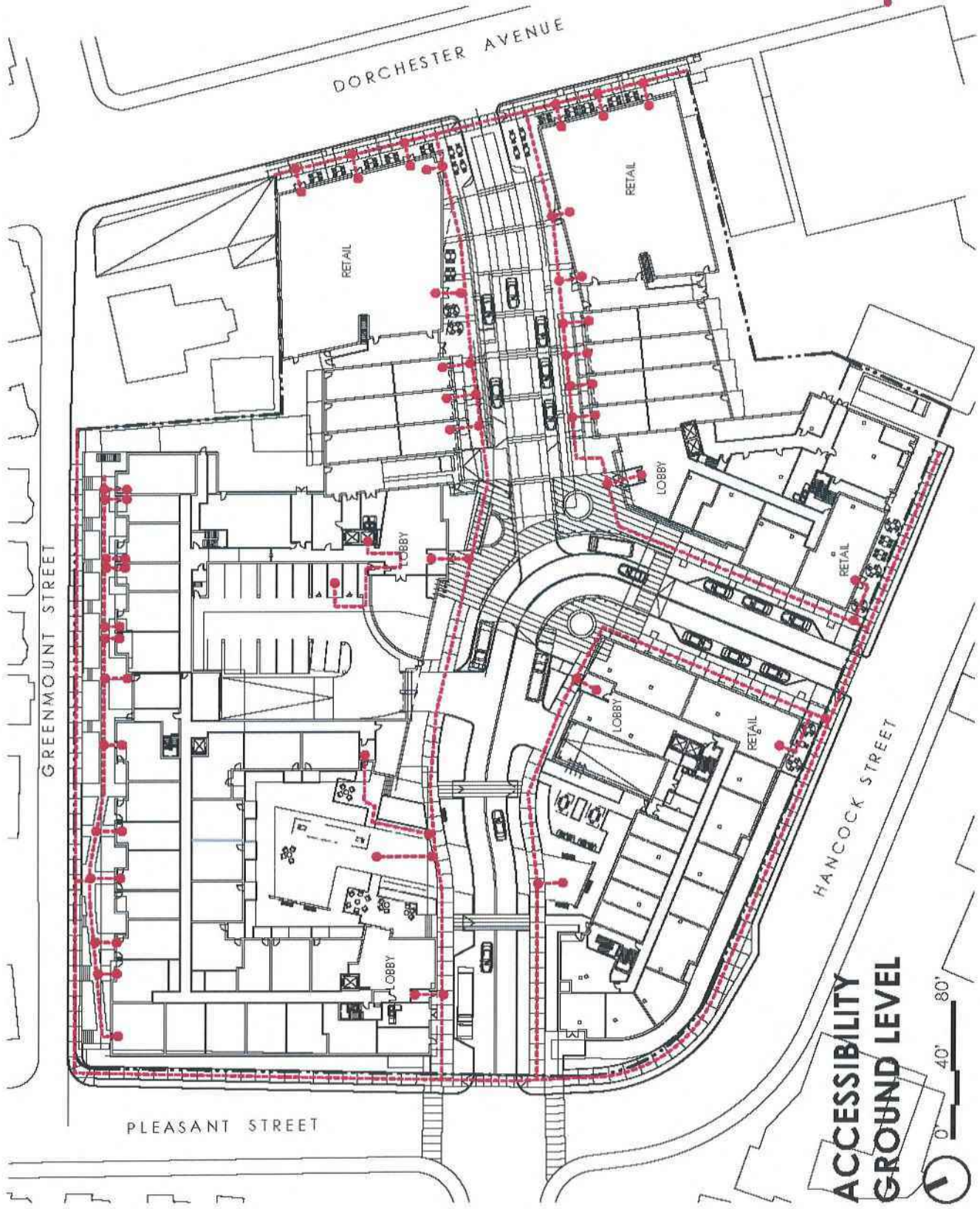
DORCHESTER AVENUE

HANCOCK STREET

ACCESSIBILITY GARAGE LEVEL



LEGEND
 ●---● ACCESSIBLE ROUTES



**ACCESSIBILITY
GROUND LEVEL**



LEGEND
ACCESSIBLE ROUTES



GREENMOUNT STREET

DORCHESTER AVENUE



ACCESSIBLE ROUTE:
116'-0"

ACCESSIBLE ROUTE:
72'-0"

LEGEND
ACCESSIBLE ROUTES

PLEASANT STREET

HANCOCK STREET

ACCESSIBILITY 2nd LEVEL



Attachment G

Technical Memorandum of Howard Stein Hudson

[See attached]

TO:	DOT Block Project Team	DATE:	December 20, 2018
FROM:	Brian Beisel, PTP Andrew Fabiszewski	HSH PROJECT NO.:	2014121.01
SUBJECT	DOT Block – Revised Proposed Project		

The Dot Block development (the Project), which will be located on an approximately 3.9 acre site near Glover’s Corner in Dorchester, was approved by the Boston Planning & Development Agency (BPDA) on May 12, 2016 pursuant to Article 80B (Large Project Review) of the Boston Zoning Code. As approved, the Project was to contain approximately 362 residential units and approximately 37,000 square feet of commercial space (anticipated to include a new grocery store and other retail spaces). Since the date of that BPDA approval, the Project site has been acquired by Wintergold, LLC, and the Project design has changed. As currently designed, the Project will include approximately 488 residential units (of which about 7 are expected to be artist live/work spaces) and approximately 23,000 square feet of commercial space, which is expected to contain neighborhood retail establishments and restaurants. This Technical Memorandum examines the transportation aspects of the changes in the building program, including trip generation, traffic volumes, parking, and circulation since the Project was approved by the BPDA. The Project as initially proposed was described in an expanded Project Notification Form (PNF) filing made by the prior owner in June 2015, as well as in supplemental filings made thereafter.

Traffic Volumes

The traffic study which Howard Stein Hudson (HSH) prepared for the PNF filing included traffic volumes that were collected in November 2014. In order to determine whether traffic volumes have changed or increased over the ensuing 4 years, new traffic volumes were collected on November 7th, 2018.

The updated traffic counts show that the traffic volumes within the study area have not increased since 2014 and in fact, the volume of many movements within the study area has decreased slightly during the morning and evening peak commuting hours.

Parking

The Project as approved by the BPDA in May 2016 included 450 parking spaces in a five-story, above-ground parking garage. The garage was to include a substantial number of spaces to support the possibility of siting a grocery store at the Project. The Project as revised will contain approximately 331 parking spaces in a below-grade garage for the residential units. There will be an additional 14 spaces at grade in the podium of the Dorchester North building and approximately 19 parking spaces located along the interior drives within the Project site. These 33 spaces are expected

to be utilized for retail/restaurant and short-term visitor use. The interior drives will also have designated pick-up/drop-off zones.

The smaller amount of retail/restaurant space and the smaller format of each commercial tenant space at the Project, which is expected to be marketed to local and independent tenants, will generate a much lower parking demand than the grocery store that had been discussed as a potential part of the original Project. Based on maximum parking ratios established by the Boston Transportation Department (BTD) and unpublished parking surveys done by HSH, it is expected that the new 23,000+ square feet of retail/restaurant uses will have a maximum parking demand of approximately 20-25 spaces.

Approximately 96 of the residential units at the Project will be in the Hancock Building, and those units will be compact units consistent with the City's newly-announced "Boston Compact Living Pilot." At the Hancock Building, the maximum parking ratio will be 0.50 per unit, or a maximum of 48 parking spaces assigned to occupants of the Hancock Building at the Project garage.

The residential parking supply for the remaining units at the Project is expected to be approximately 283 spaces, or 0.72 spaces per residential unit. This parking ratio is in line with BTD's parking ratio maximums for developments in Dorchester near an MBTA station. The reduced supply of parking at the Project will also encourage a more transit-oriented development and less reliance on vehicle trips by Project residents and visitors.

The Project will include at least 1 bicycle storage space/residential unit, as well as multiple bicycle maintenance rooms, to encourage commuter bicycle use by Project residents.

Trip Generation

As discussed, the building program of the proposed Project has been changed to include more residential units but a smaller concentration of retail/restaurant space (which space will be neighborhood focused, and not large box retail users). The table below compares the morning and evening peak commuter hour trips generated as reflected in the 2014 PNF, and based upon the proposed building program for the Project as revised.

Trip Generation Comparison

		BPDA Approved Building Program ¹	Proposed Building Program ²	Net Difference
a.m. Peak Hour	In	60	31	-29
	Out	68	62	-6
	Total	128	93	-35
p.m. Peak Hour	In	123	80	-43
	Out	119	68	-51
	Total	242	148	-94

1. Consists of 362 residential units (LUC 221), 7,000 s.f. retail (LUC 820), and 3,000 s.f. supermarket (LUC 850).

2. Consists of 500 residential units (LUC 221) and 22,500 s.f. retail/restaurant (LUC 820). The trip generation is based on 500 units, which is a slightly larger building program than what is currently proposed.

As shown in Table 1, the new proposed building program is expected to generate fewer peak hour trips than the previously-approved building program. Although there is proposed to be an increase in the number of residential units, the planned reduction in the amount and nature of the retail/restaurant space at the Project (which generates traffic at a much higher rate than residential uses), will offset the increase in the number of residential units.

Vehicular Circulation

As was the case for the originally-approved Project, the Project site will be accessed via a right turn enter-only interior drive off Dorchester Avenue and a full access (*i.e.*, two-way) interior drive operating as the fourth leg to the existing intersection of Hancock Street/Pleasant Street. In addition, in order to increase the porosity of the Project site to the surrounding neighborhood, a two-way interior drive will also connect to Hancock Street along the southern edge of the Project. There will be two ramps off the main interior drive to the underground parking garage. This main interior drive will connect vehicular access at the Project and the garage ramps as shown on Figure 1.

Transportation Mitigation

The Proponent will design, fund and undertake the reconstruction and signalization of the Hancock Street/Pleasant Street intersection, subject to City of Boston approval of the plans and specifications for such work. These improvements will increase motorist, bicyclist, and pedestrian safety by decreasing the amount of pavement (and pedestrian crossing distances) at this intersection and providing a more standard intersection design. The intersection will include two Hancock Street northbound lanes (a left turn lane and a shared through/right turn lane), two Hancock Street eastbound lanes (a shared left/through lane and a right turn lane), two Pleasant Street southbound lanes (a shared left/through lane and a right turn lane), and one all-purpose westbound lane exiting the Project site. The intersection design concept is under review by applicable City of Boston

agencies, and will be subject to the approval of the Public Improvement Commission as well as BTM and the City’s Department of Public Works.

In addition to the safety improvements at the Hancock Street/Pleasant Street intersection, the design of the Project calls for the buildings along Dorchester Avenue and Hancock Street to be set back from the property line so that the City would have the ability to install transportation improvements within those streets should it choose to do so in the future. These improvements could include additional travel lanes, bike accommodations and/or bus-only lanes, as determined by the City.

Transportation Demand Management

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project-traffic impacts. The Proponent will work with BTM to develop a TDM program that is appropriate to the Project and consistent with its level of impact, and those TDM commitments will be set forth in the Transportation Access Plan Agreement (TAPA) to be entered into by the Proponent and BTM.

The Project will include secure bicycle parking areas for residents of the Project and visitor bicycle accommodations as well. In addition, the Proponent is discussing with BTM the possibility of siting a “Blue Bikes” bicycle sharing station sponsored by the Proponent, adjacent to the Project. This Proponent commitment would be memorialized in the TAPA and also be subject to applicable City approvals.

An important feature of the Project will be its ready access to public transportation services, and the transit-oriented nature of the Project will be highlighted in marketing materials aimed at future residents and retail/restaurant tenants.

As part of the proposed Project, the Hancock Building will comply with the City’s guidelines for its Compact Living Pilot, including appropriate TDM measures. The building would need to obtain 16 TDM points as outlined in those guidelines. Table 2 below outlines the potential TDM measures and the number of points associated with each measure. The appropriate measures will be discussed by the Proponent and BTM and set forth in the TAPA for the Project.

Compact Living Guidelines TDM Criteria

Measure	Description	Qualifying Points
P1	Unbundled Parking	6
C1	On-Site Car Sharing Parking Spaces ⁶	4
I1	Real-Time Transportation Information Display	2

⁶ Two car sharing spaces will be made available for a car-sharing service.

I2	Distribution of Transportation Alternative Literature	1
L3	Delivery Support Amenities	4
Total		17

Conclusion

Since the existing traffic volumes and the expected trip generation of the Project have not increased since the May 2016 BPDA approval, HSH believes that the previous traffic impact study included in the PNF is still an accurate depiction of the transportation conditions in the area and the transportation impact of the proposed Project.

Attachment H
List of Permits and Approvals⁷

<i>Public Agency</i>	<i>Permit/Approval</i>
City of Boston	
<ul style="list-style-type: none"> • Boston Planning & Development Agency 	<ul style="list-style-type: none"> • Article 80B Large Project Approval (Notice of Project Change) • Recommendation of zoning relief to Board of Appeal • Cooperation Agreement, Affordable Housing Restriction Agreement • Boston Residents Construction Employment Plan
<ul style="list-style-type: none"> • Boston Civic Design Commission 	<ul style="list-style-type: none"> • Recommendation of design approval
<ul style="list-style-type: none"> • Board of Appeal 	<ul style="list-style-type: none"> • Zoning relief
<ul style="list-style-type: none"> • Boston Transportation Department 	<ul style="list-style-type: none"> • Transportation Access Plan Agreement • Construction Management Plan
<ul style="list-style-type: none"> • Public Improvement Commission 	<ul style="list-style-type: none"> • Streetscape improvements • Hancock Street and Pleasant Street intersection improvements
<ul style="list-style-type: none"> • Parks Department 	<ul style="list-style-type: none"> • Removal/replacement of street trees within a public right of way
<ul style="list-style-type: none"> • Public Safety Commission, Committee on Licenses 	<ul style="list-style-type: none"> • Garage permit and fuel storage license
<ul style="list-style-type: none"> • Boston Water and Sewer Commission 	<ul style="list-style-type: none"> • Amendment of existing easement agreements • Site Plan approval
<ul style="list-style-type: none"> • Inspectional Services Department 	<ul style="list-style-type: none"> • Building Permit • Certificate of Occupancy
<ul style="list-style-type: none"> • Boston Fire Department 	<ul style="list-style-type: none"> • Fuel Storage Permit
Federal Government	
<ul style="list-style-type: none"> • United States Environmental Protection Agency 	<ul style="list-style-type: none"> • Notice of Intent – Construction General Permit under the National Pollution Discharge Elimination System (NPDES)

⁷ This is a list of the permits/approvals expected to be required for the Dot Block Project, but this list may change as design of the project progresses. At this time, no State permits or approvals are expected to be required for the Proposed Project.