



# Washington Village

BCDC Meeting #5 – August 2, 2016

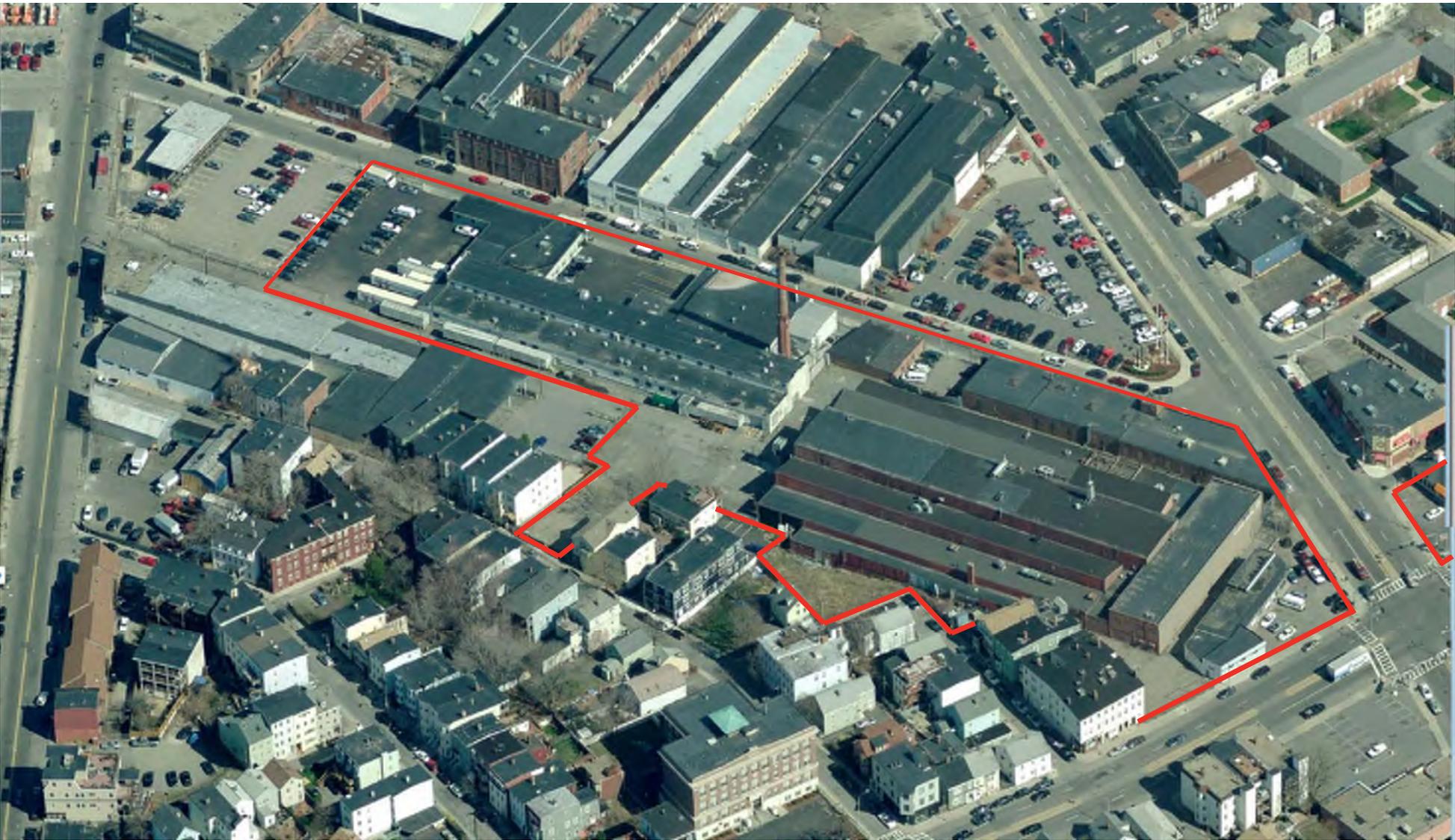
DJ Properties LLC

# Site



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# Site



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## BCDC Feedback and Revisions: 11/3 - Present

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- › Coordinated with the BRA Dot Ave planning study and new street alignment
- › Expanded ground level active uses on Damrell Street
- › Advanced design of public realm – streets, plaza & green
- › Redesigned Middle Street building and its parking access
- › Revised building heights to be in substantial accord with the BRA Dot Ave planning study
- › Revised Building D tower to be more “residential” in character and to better integrate with the garage
- › Advanced façade and screening design for above grade garages in Buildings C & D

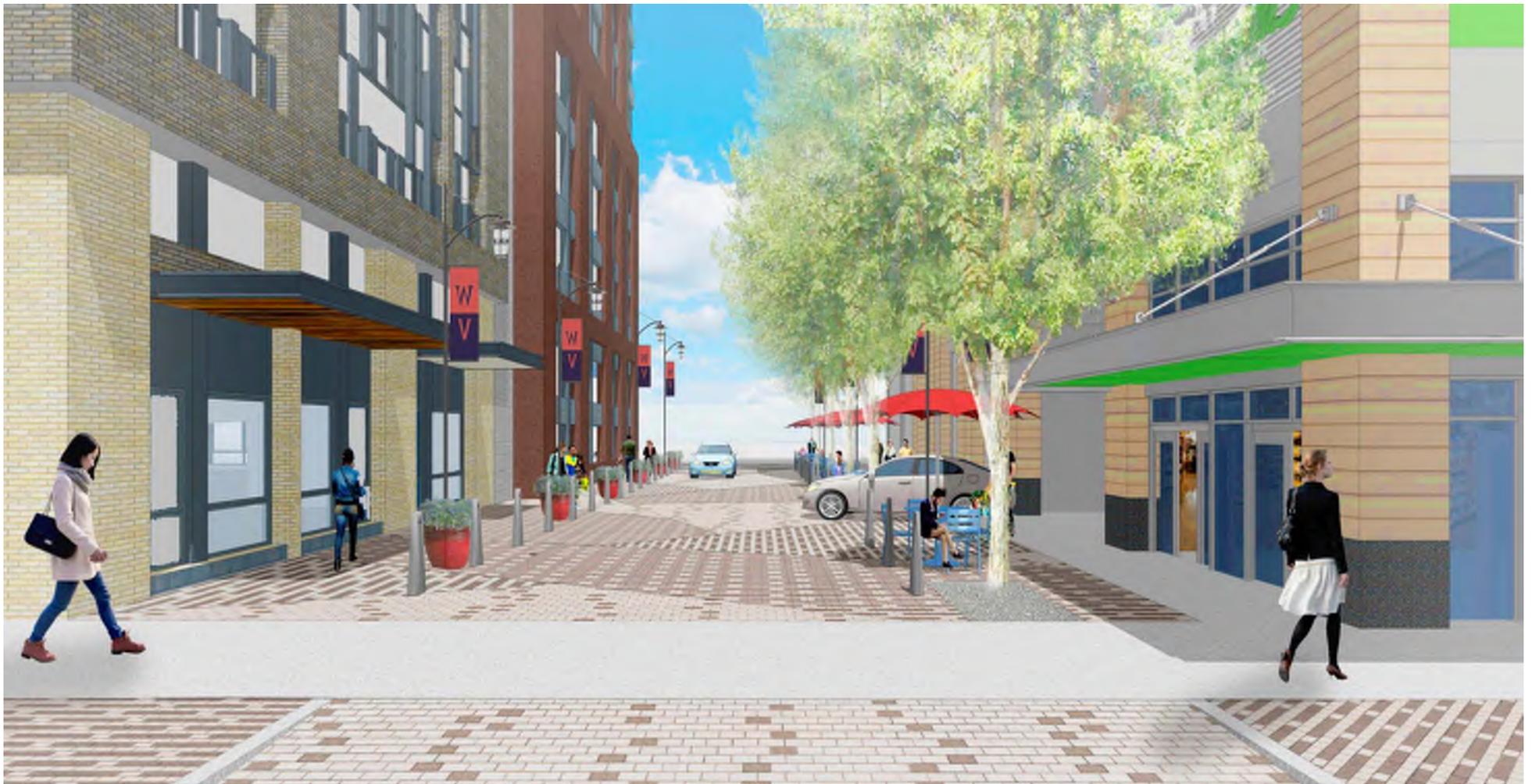
# WV Team Proposed Master Plan (Based on Dot Ave Planning Study)



# Site



# E Street Connection



## › E Street Extension – Shared Street

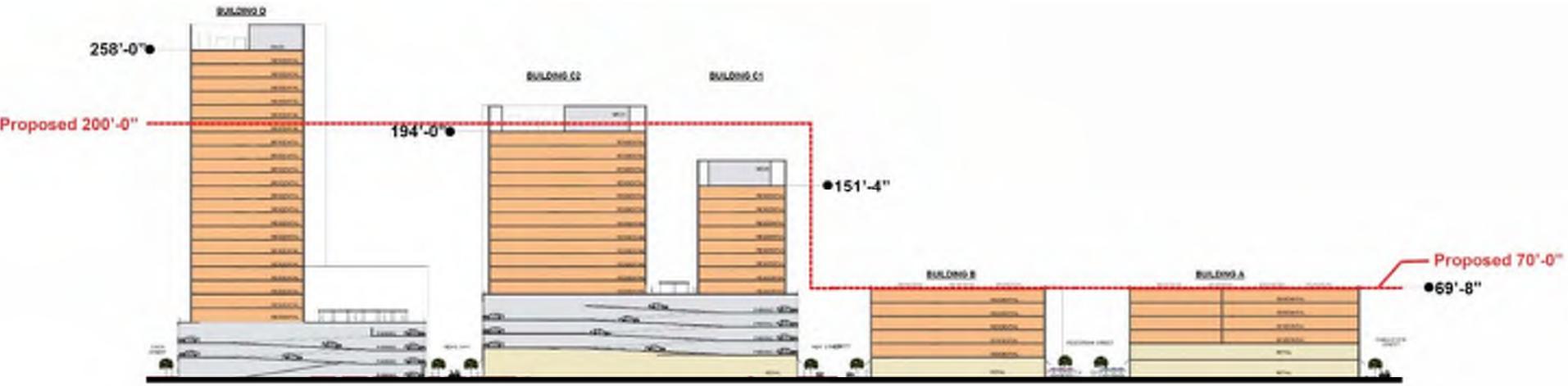
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# Damrell Street – Active Uses

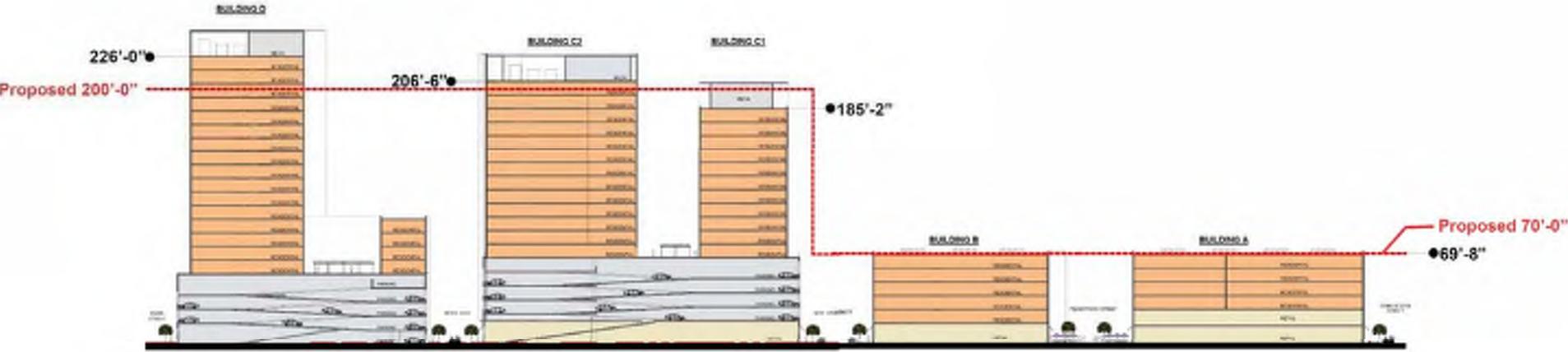


› View along Damrell Street

# Building Height – Fall 2015



# Building Height – Current



# Project Overview



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# Project Overview

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## › Building Heights:

<u># Bldgs.</u>	<u>Program:</u>	<u>Height:</u>	<u># Stories:</u>
4	2 & 3 st. Residential over 1 or 2 Retail	40'-50'	3-4
2	5 st. Residential over 1 or 2 Retail	70'	6
1	11 st. Residential over 4 Parking & 1 Retail	185'	16
1	13 st. Residential over 4 Parking & 1 Retail	206'	18
1	16 st. Residential over 5 Parking	226'	21

## › Height Distribution:

- › Height oriented toward Dorchester Avenue
- › Buildings step down as they meet Middle Street residential neighborhood
- › 3 & 4 story residential buildings abut Middle Street residents

# Rendered Views



› View from Tuckerman Street

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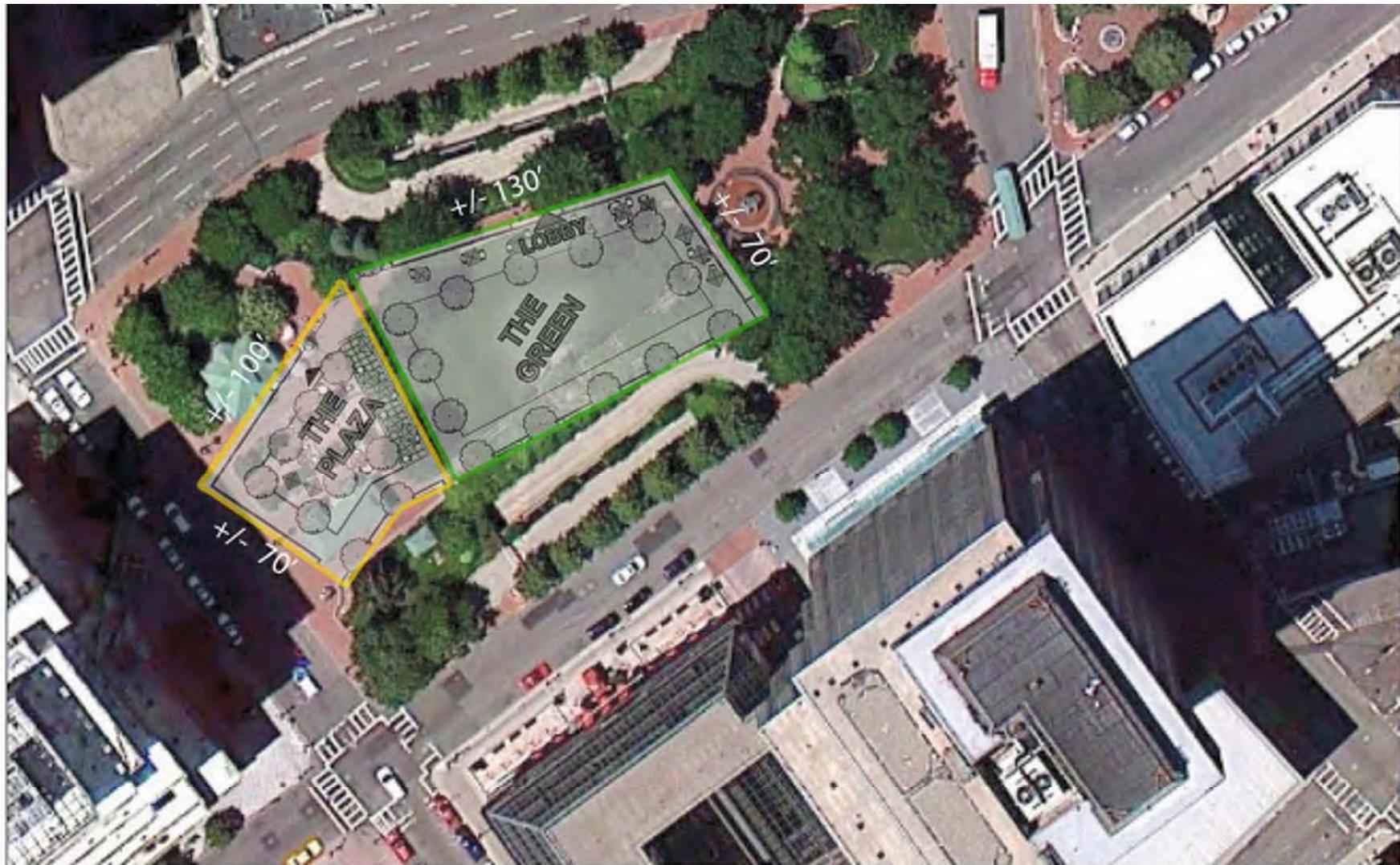
# Site and Landscape Design - Conceptual Site Plan



- 170 +/- NEW STREET TREES
- 50 +/- NEW STREET LIGHTS

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# Site and Landscape Design



## › Scale Comparison – Post Office Square

•7,000 SQ FT PLAZA  
•9,100 SQ FT VILLAGE GREEN

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# Site and Landscape Design



## › Birds Eye View of Village Green

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# Site and Landscape Design



## › Alger Street – Typical Day

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# Site and Landscape Design



## › Alger Street – Community Event

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# Site and Landscape Design



## › Entry Point – Dorchester Street

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# Site and Landscape Design



## › Entry Point – Old Colony Avenue

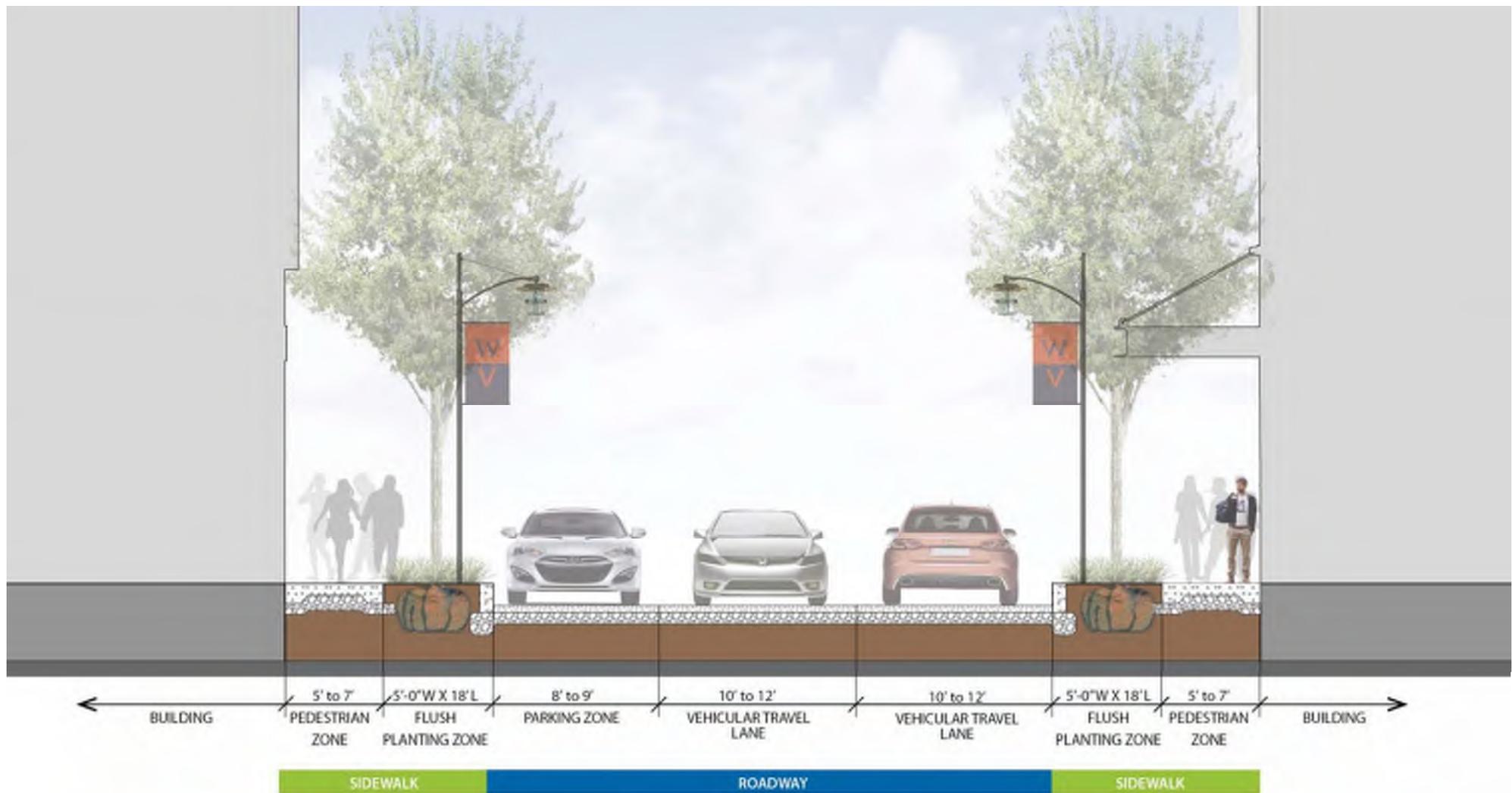
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# Site and Landscape Design



- › Entry Point – Tuckerman Street

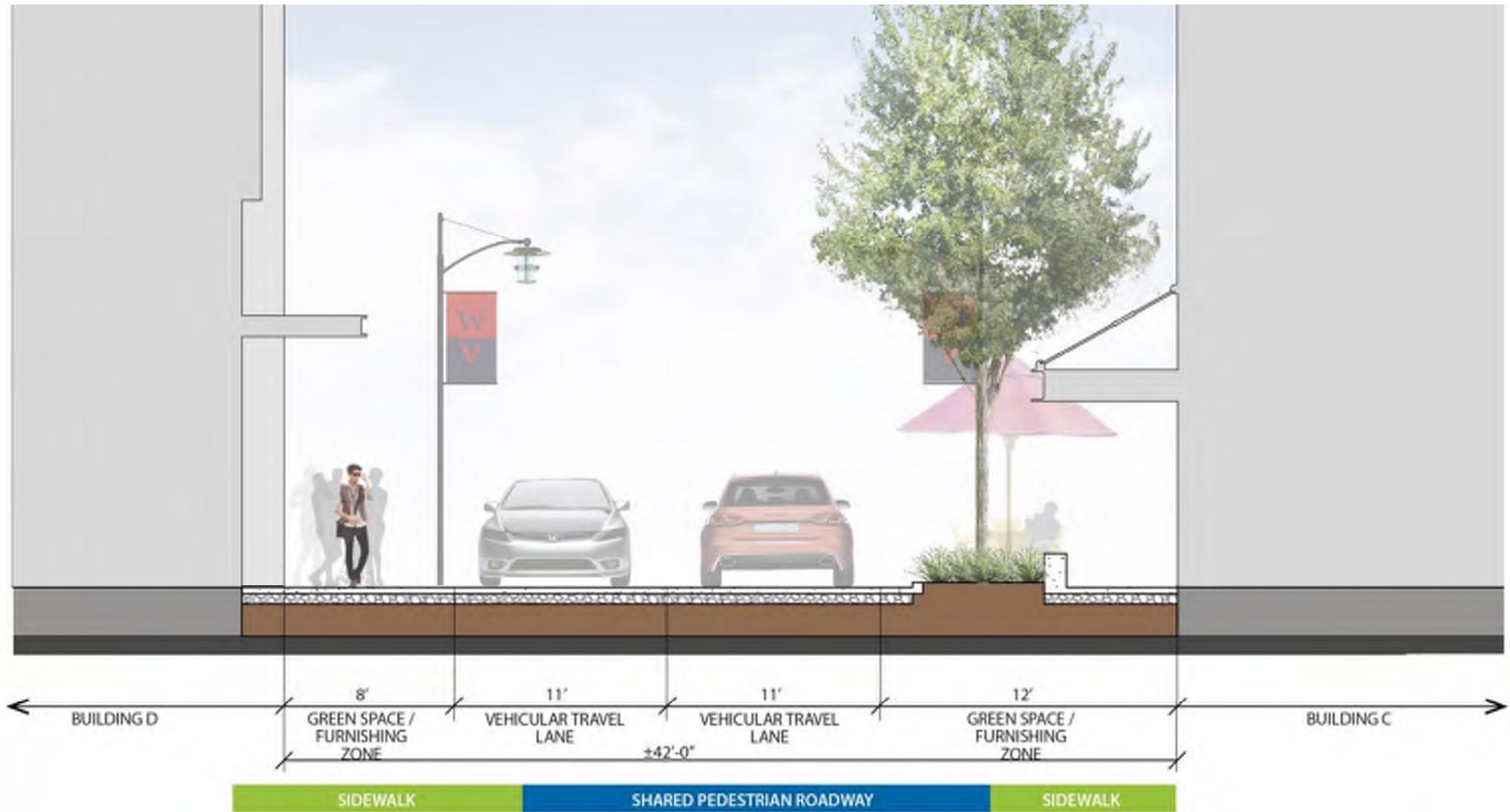
# Site and Landscape Design – Typical Street Section



- › Neighborhood Connector – Alger St, New St + Damrell St

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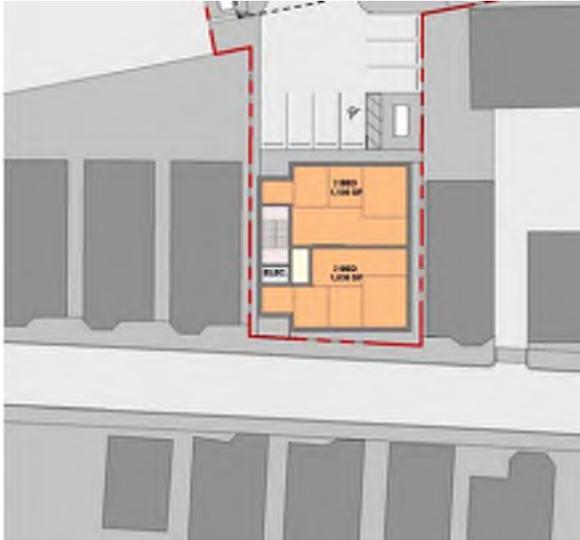
# Site and Landscape Design – Typical Street Section



## › Shared Street – E Street Extension

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# Building G – Middle Street



# Building G – Middle Street



## › Revisions:

- › Eliminated Middle St. curb cut – No loss of street parking
- › Eliminated podium condition
- › Reduced building depth to align with neighbors
- › Minimal gated setback on both sides
- › Vehicle access from WV side.

# Tower Design - View from Old Colony Ave.



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# Tower Design – Elevation

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# Tower Design – Elevation

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# Garage



› View along Damrell Street

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# Garage



› View from Intersection of Damrell Street and Dorchester Ave.

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# Garage



› View from Intersection of Damrell Street and New Street

DC

# Garage

## › Garage Screening Imagery



# Garage

## › Garage – Screening Imagery

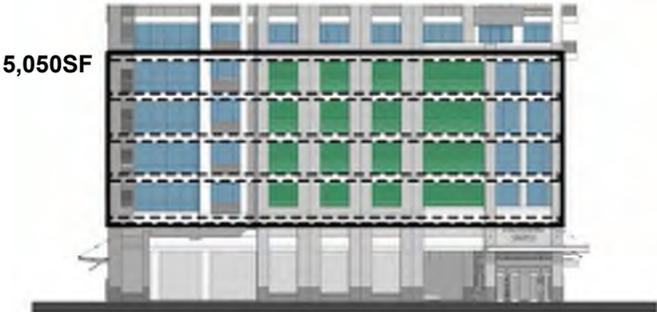


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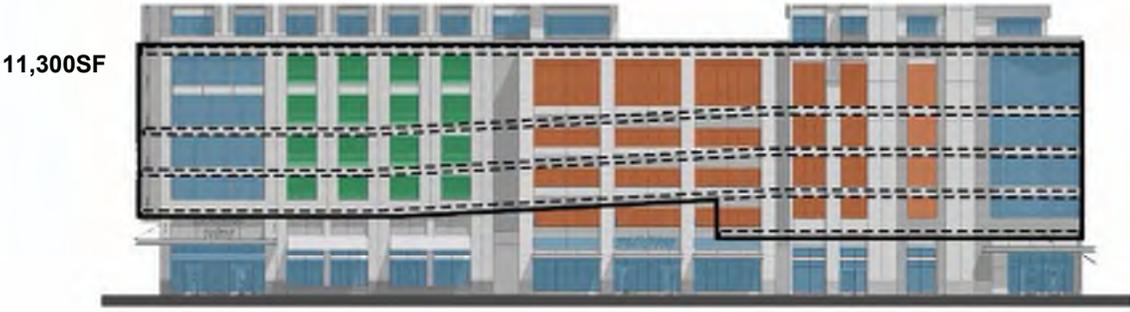
# Garage – Building C

## > Solid / Void / Screening

TOTAL SURFACE AREA: 34,250 SF

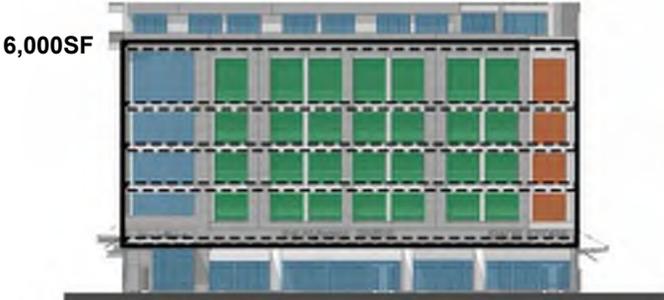


Mews Elevation

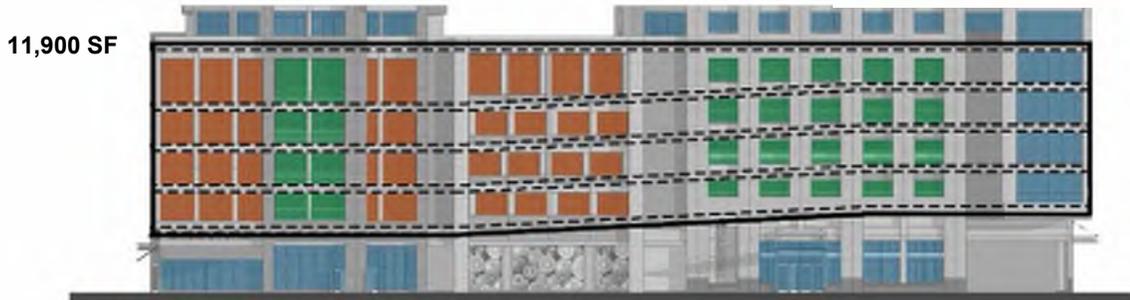


Alger Street Elevation

18%	OPEN
14%	SCREEN - 50%
68%	GLAZING / SOLID
<hr/>	
100%	TOTAL



New Street Elevation



Damrell Street Elevation

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# Garage – Building C



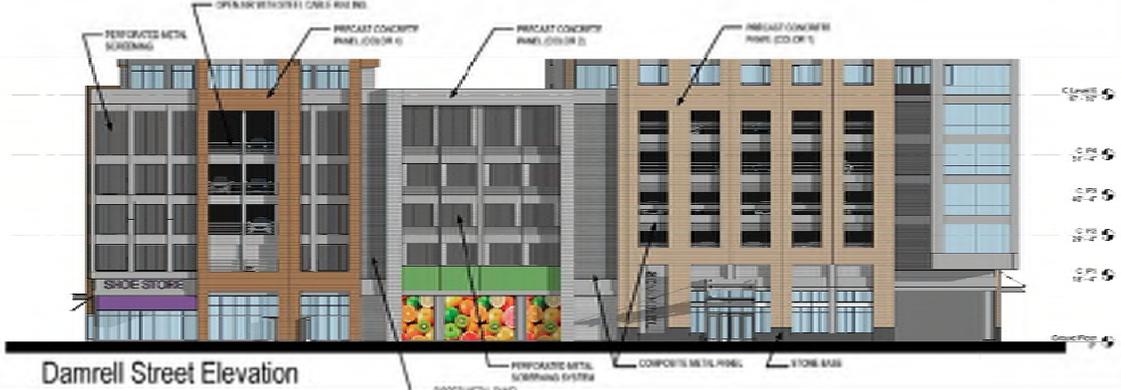
E Street Elevation



Alger Street Elevation



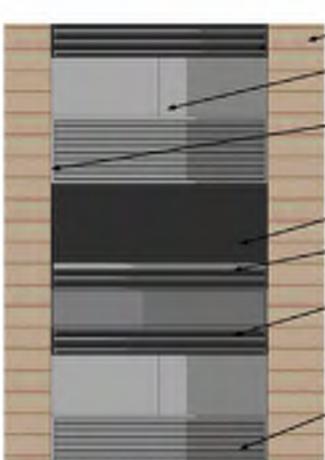
New Street Elevation



Damrell Street Elevation

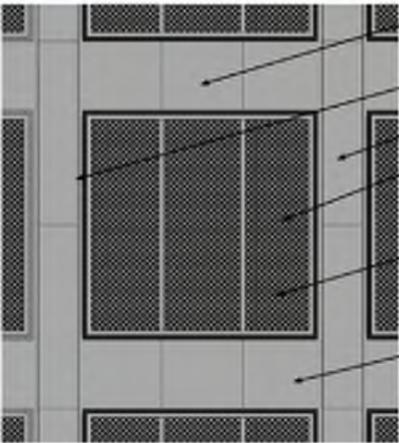
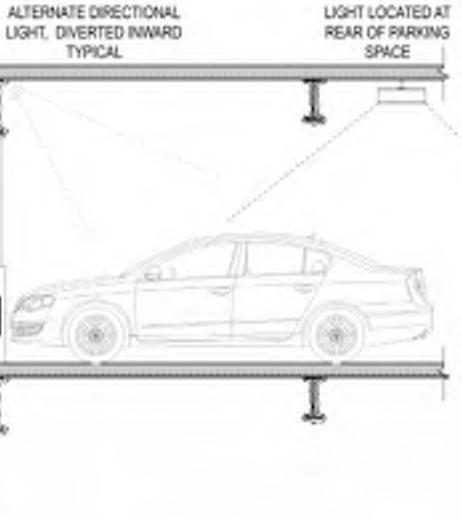
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# Garage – Building C



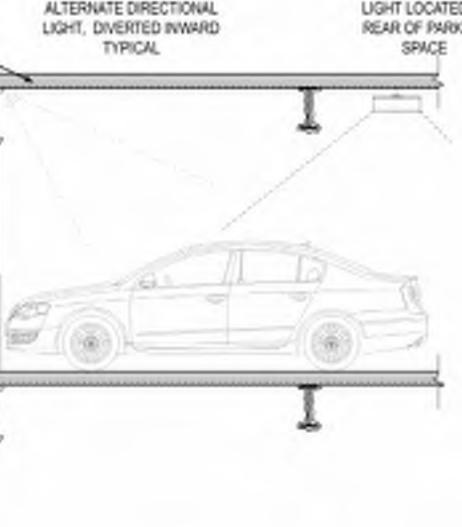
**BUILDING C**  
TYPICAL OPEN AIR CONDITION  
scale = 1/4" = 1'-0"

- RIBBED PRECAST CONCRETE PANEL
- COMPOSITE METAL PANEL
- LINE OF WALL BEYOND
- OPEN TO BEYOND
- TUBE MOUNTED GUARDRAIL BEYOND
- GALVANIZED TUBE STEEL BUMPER/ HEADLIGHT BAFFLE
- CONCRETE ENCASED COLUMN BEYOND
- RIBBED METAL PANEL WITH COLOR MATCHED EXTRUDED ALUMINUM TRIM



**BUILDING C**  
TYPICAL SCREENED OPENING  
scale = 1/4" = 1'-0"

- FLOOR SLAB AND COMPOSITE METAL DECK
- COMPOSITE METAL PANEL
- LINE OF WALL BEYOND
- COMPOSITE METAL PANEL
- FRAMED PERFORATED METAL PANEL SCREEN (50% MIN OPEN) WITH COLOR MATCHED EXTRUDED ALUMINUM TRIM
- GALVANIZED TUBE STEEL BUMPER
- CONCRETE ENCASED COLUMN BEYOND
- COMPOSITE METAL PANEL

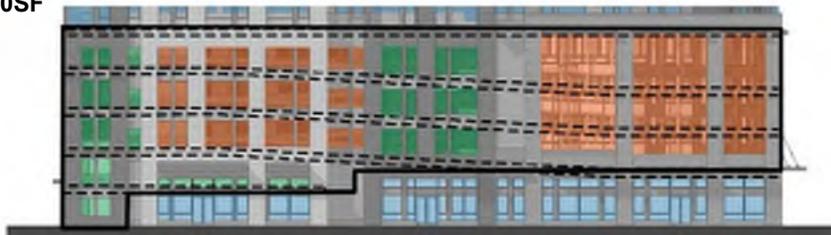


# Garage – Building D

## > Building D – Solid / Void / Screening

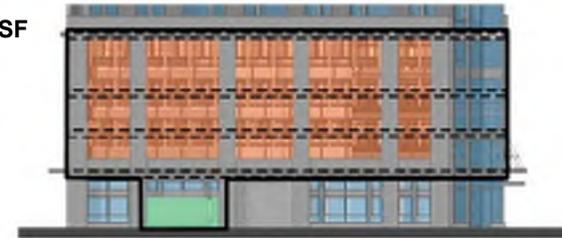
TOTAL SURFACE AREA: 34,250 SF

11,300SF



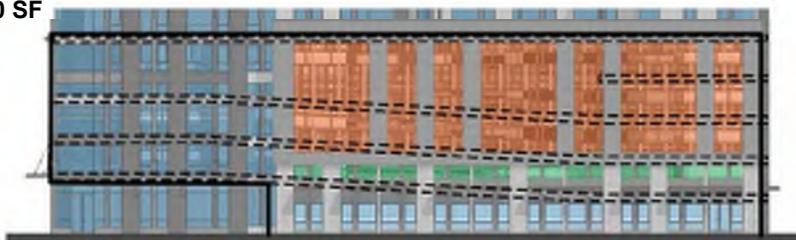
Damrell Street Elevation

5,050SF



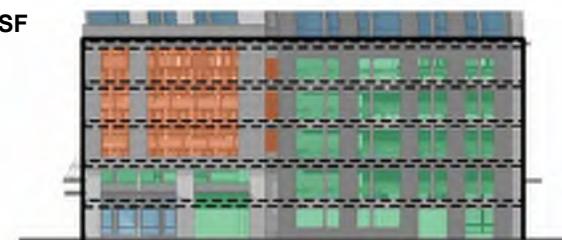
Ewer Street Elevation

11,900 SF



Alger Street Elevation

6,000SF



Mews Elevation

10%	OPEN
30%	SCREEN - 50%
60%	GLAZING /
	SOLID
<hr/>	
100%	TOTAL

DC

# Garage – Building D



Damrell Street Elevation



Ewer Street Elevation

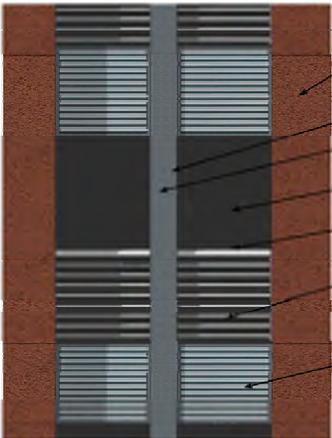


Alger Street Elevation



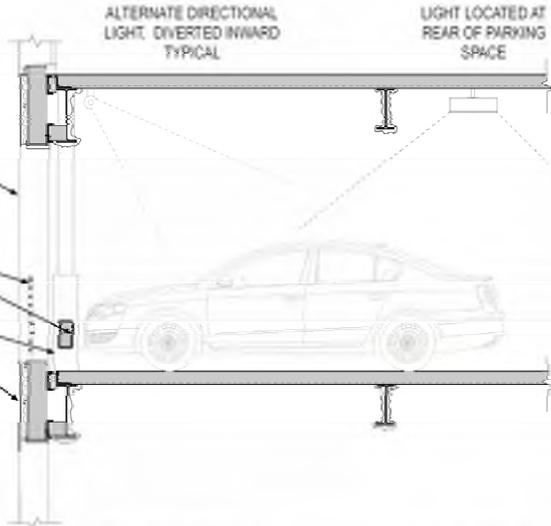
E Street Elevation

# Garage – Building D



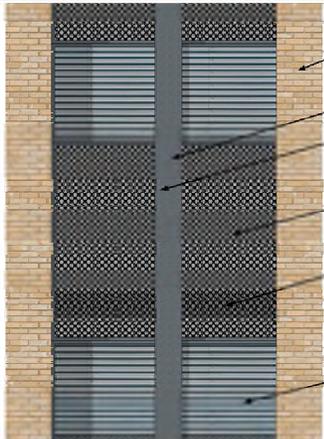
**BUILDING D**  
TYPICAL OPEN AIR CONDITION  
scale = 1/4" = 1'-0"

- PRECAST CONCRETE PANEL
- LINE OF PIER BEYOND
- COMPOSITE METAL PANEL
- OPEN TO BEYOND
- STEEL GUARDRAIL
- GALVANIZED TUBE STEEL BUMPER
- CONCRETE ENCASED COLUMN BEYOND
- RIBBED METAL PANEL WITH COLOR MATCHED EXTRUDED ALUMINUM TRIM



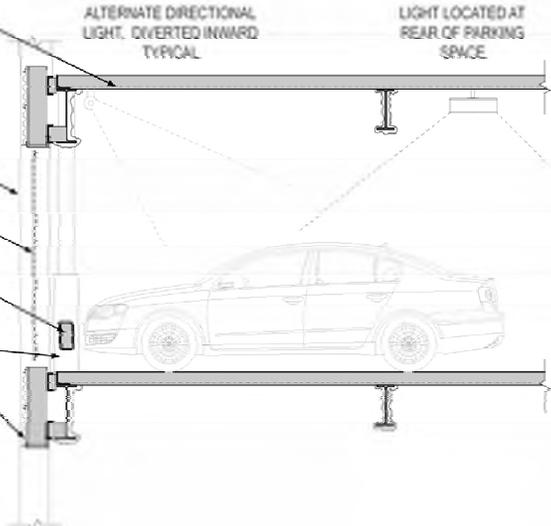
ALTERNATE DIRECTIONAL LIGHT, DIVERTED INWARD TYPICAL

LIGHT LOCATED AT REAR OF PARKING SPACE



**BUILDING D**  
TYPICAL SCREENED OPENING  
scale = 1/4" = 1'-0"

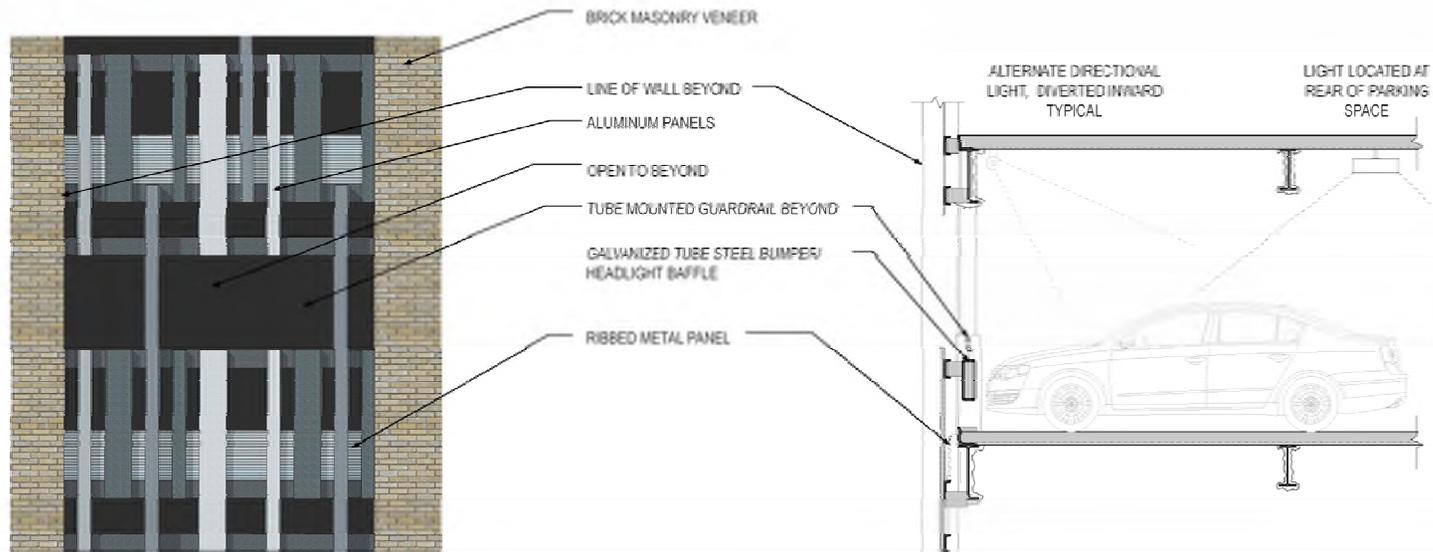
- FLOOR SLAB AND COMPOSITE METAL DECK
- BRICK MASONRY VENEER
- LINE OF PIER BEYOND
- COMPOSITE METAL PANEL
- FRAMED PERFORATED METAL PANEL SCREEN (50% MIN OPEN)
- GALVANIZED TUBE STEEL BUMPER
- CONCRETE ENCASED COLUMN BEYOND
- RIBBED METAL PANEL WITH COLOR MATCHED EXTRUDED ALUMINUM TRIM



ALTERNATE DIRECTIONAL LIGHT, DIVERTED INWARD TYPICAL

LIGHT LOCATED AT REAR OF PARKING SPACE

# Garage – Building D



**BUILDING D**  
TYPICAL PANEL CONDITION  
scale = 1/4" = 1'-0"

# Questions and Comments



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DJ Properties LLC

**PCA**  
PRELLWITZ CHILINSKI ASSOCIATES  
Architecture Planning Interiors

# Appendix:

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# Pedestrian Level Views



› View from Old Colony Ave. / Dorchester St. Intersection

# Pedestrian Level Views



› View from Dorchester Ave. / Alger Street Intersection

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# Pedestrian Level Views



› View of the Café Courtyard

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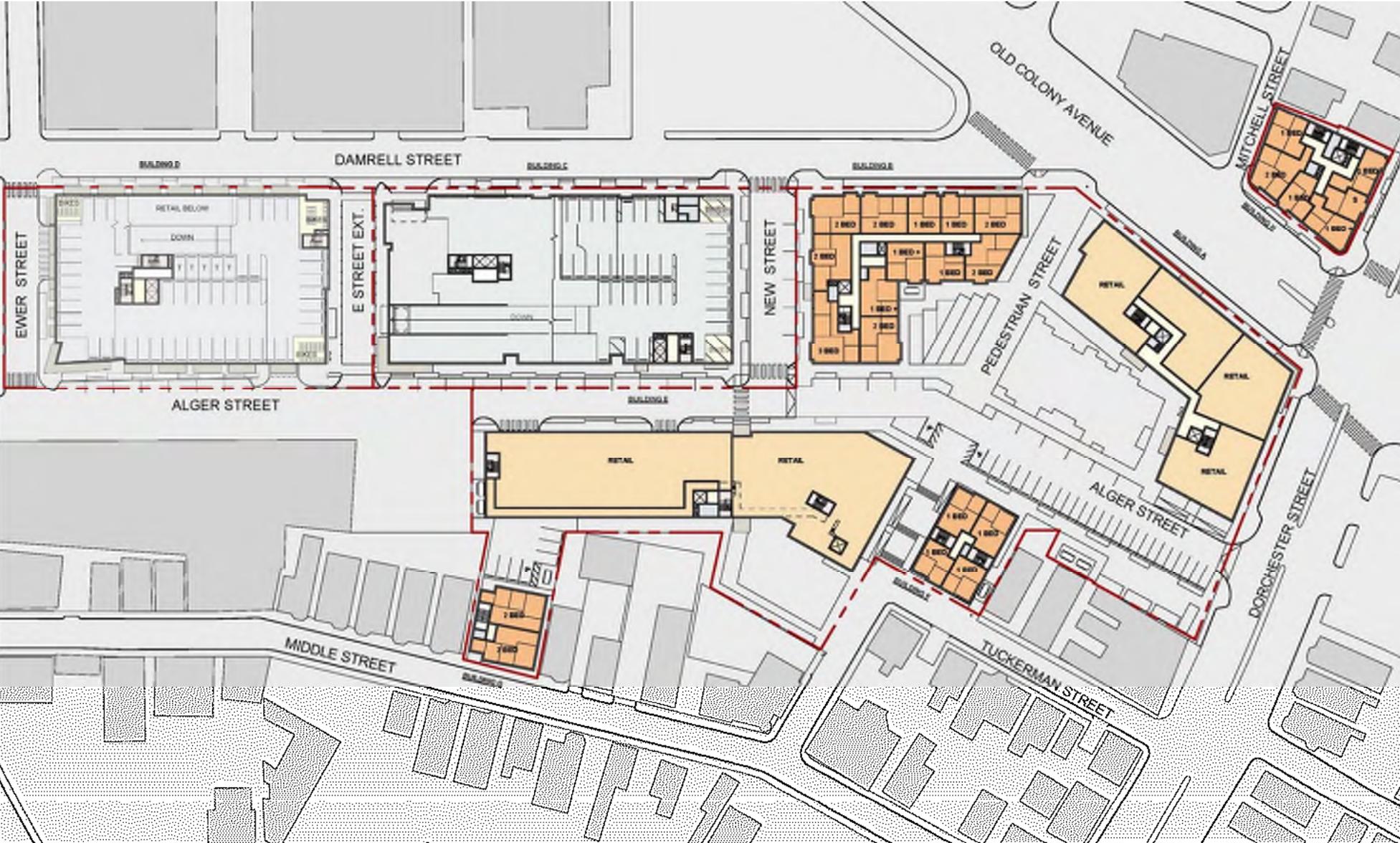
# Plans



## › Basement Plan

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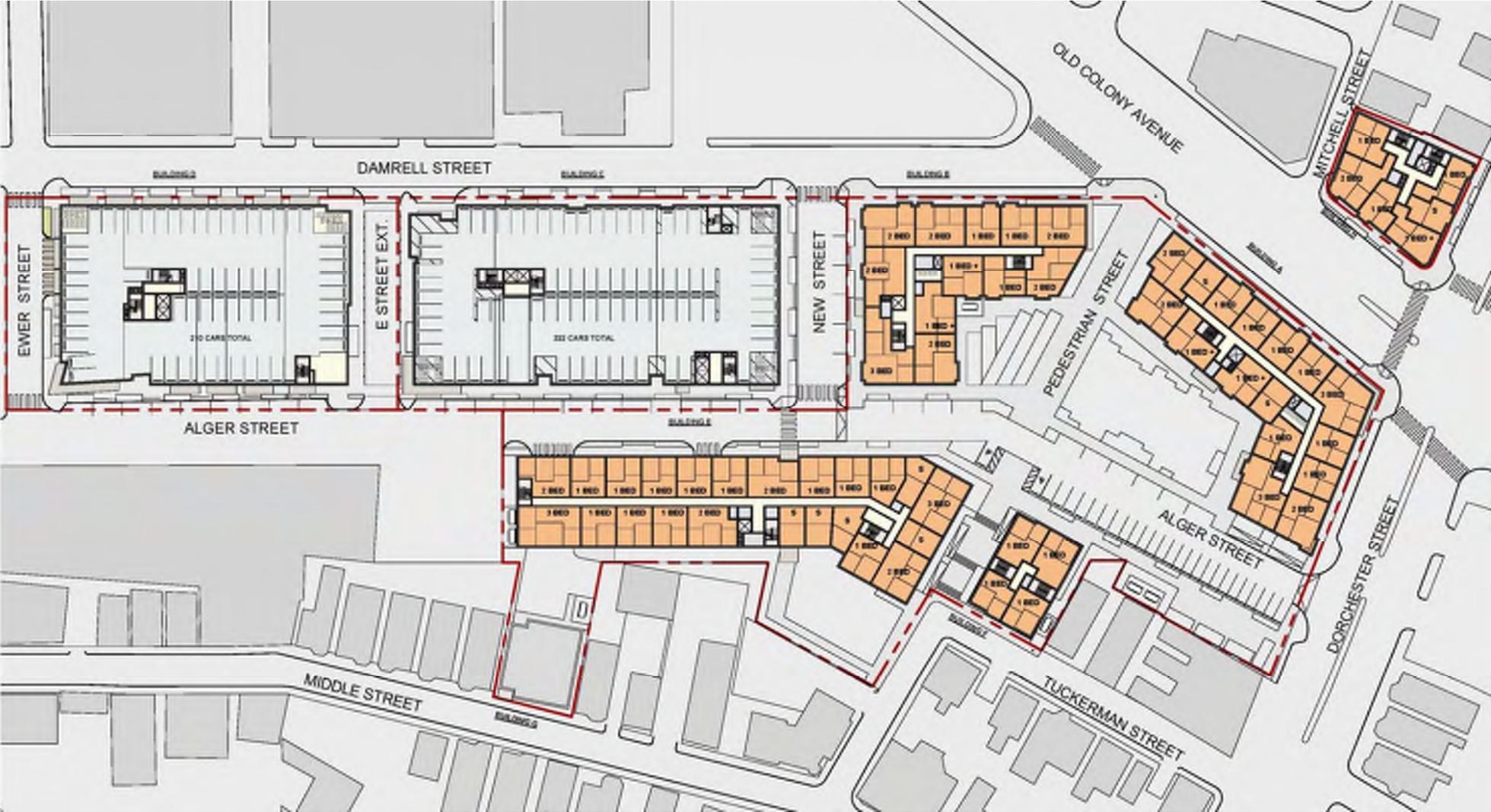
# Plans



SECOND FLOOR

1" = 60'-0"

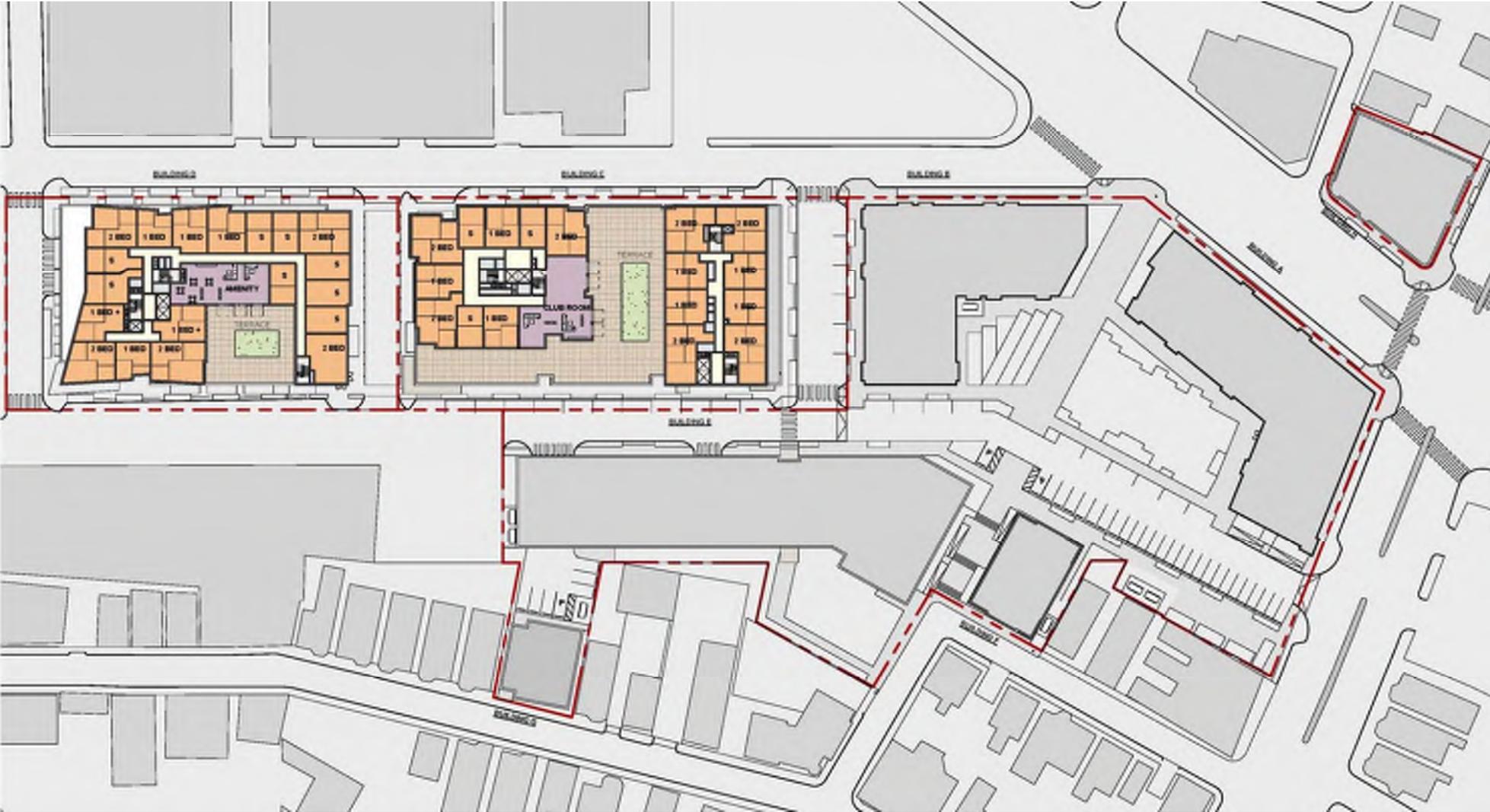
# Plans



## › Parking Level Plan

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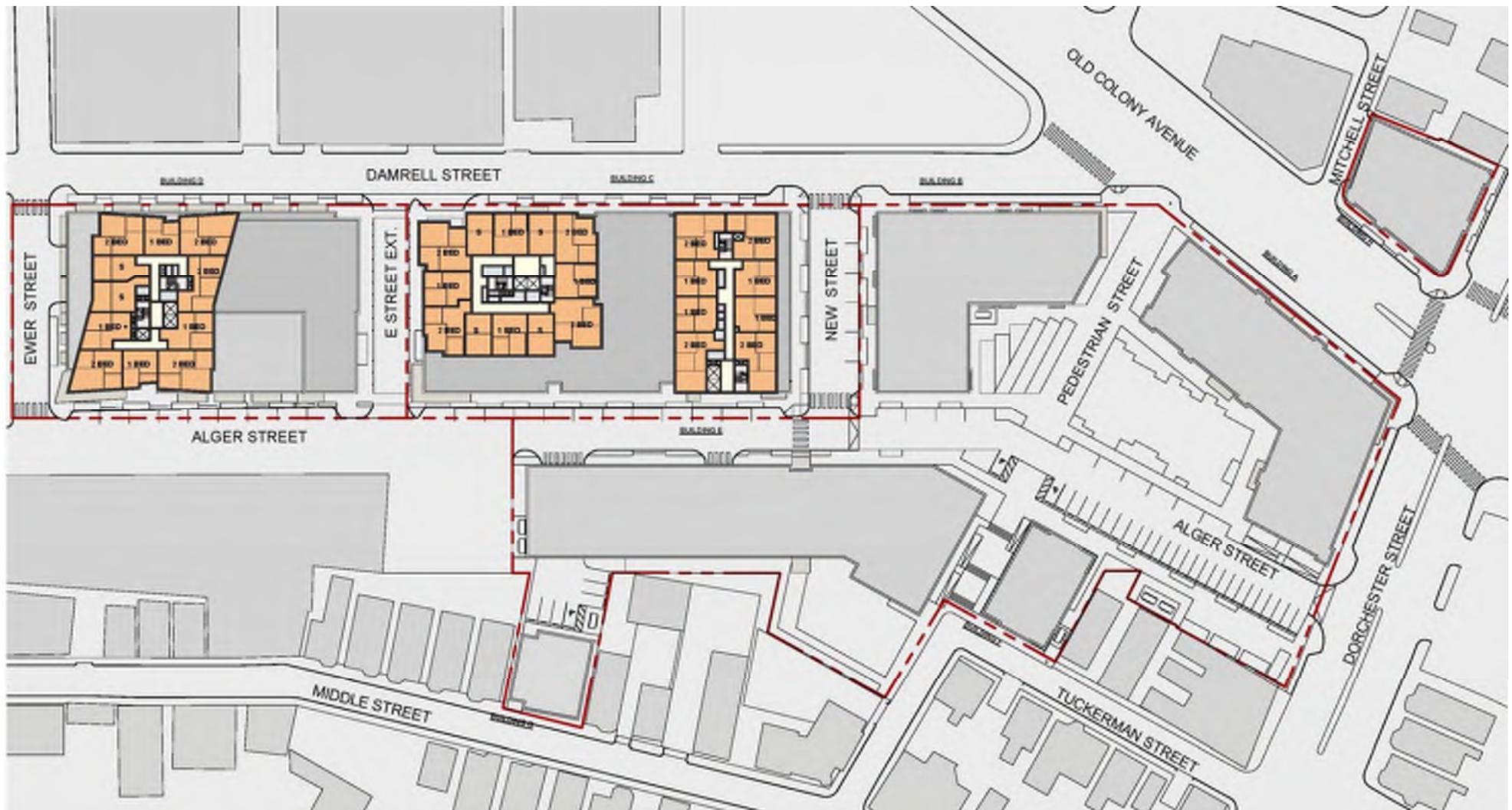
# Plans



## > Amenity Level Plan

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# Plans

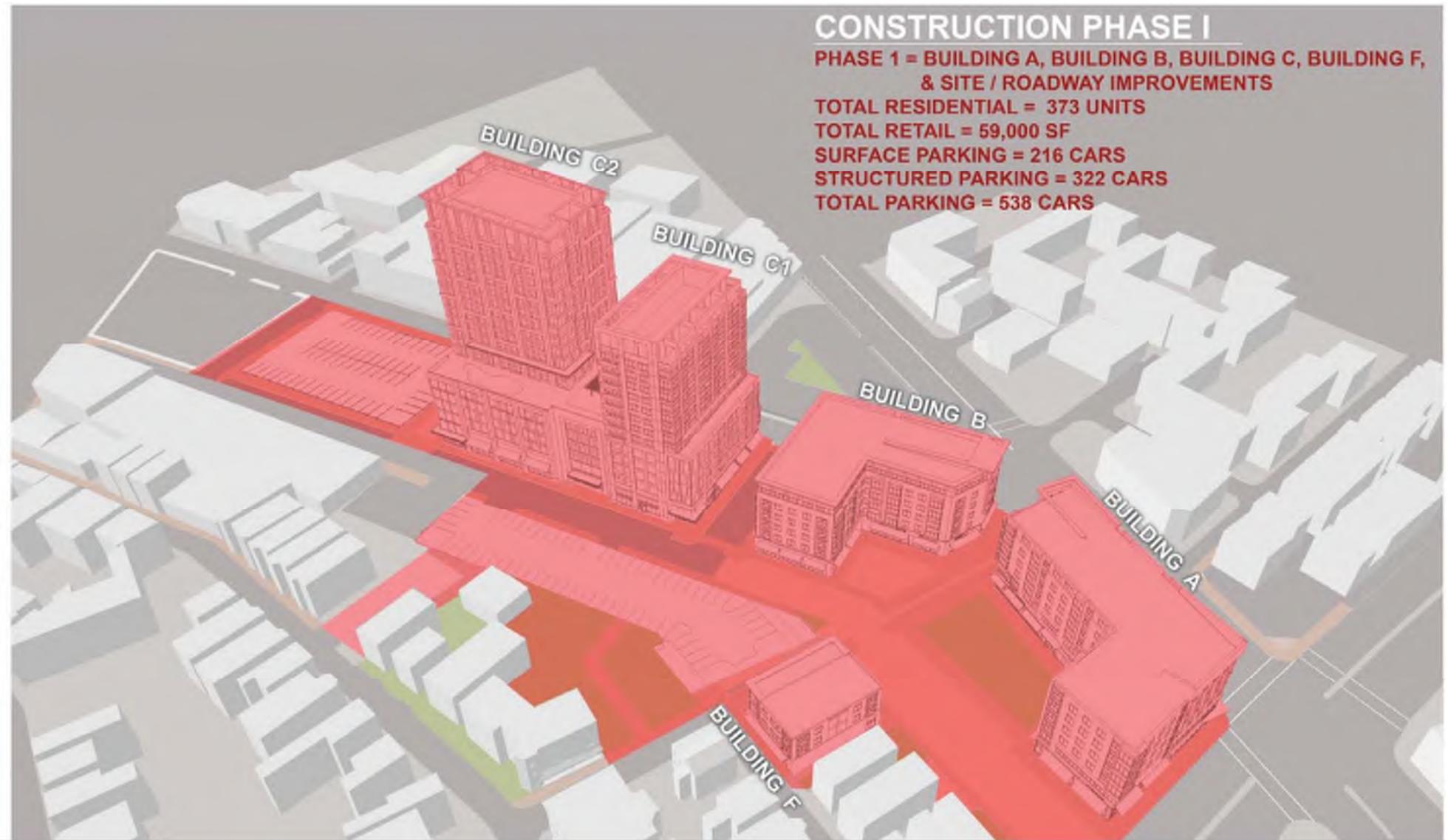


## › Typical Upper Level Residential Plan

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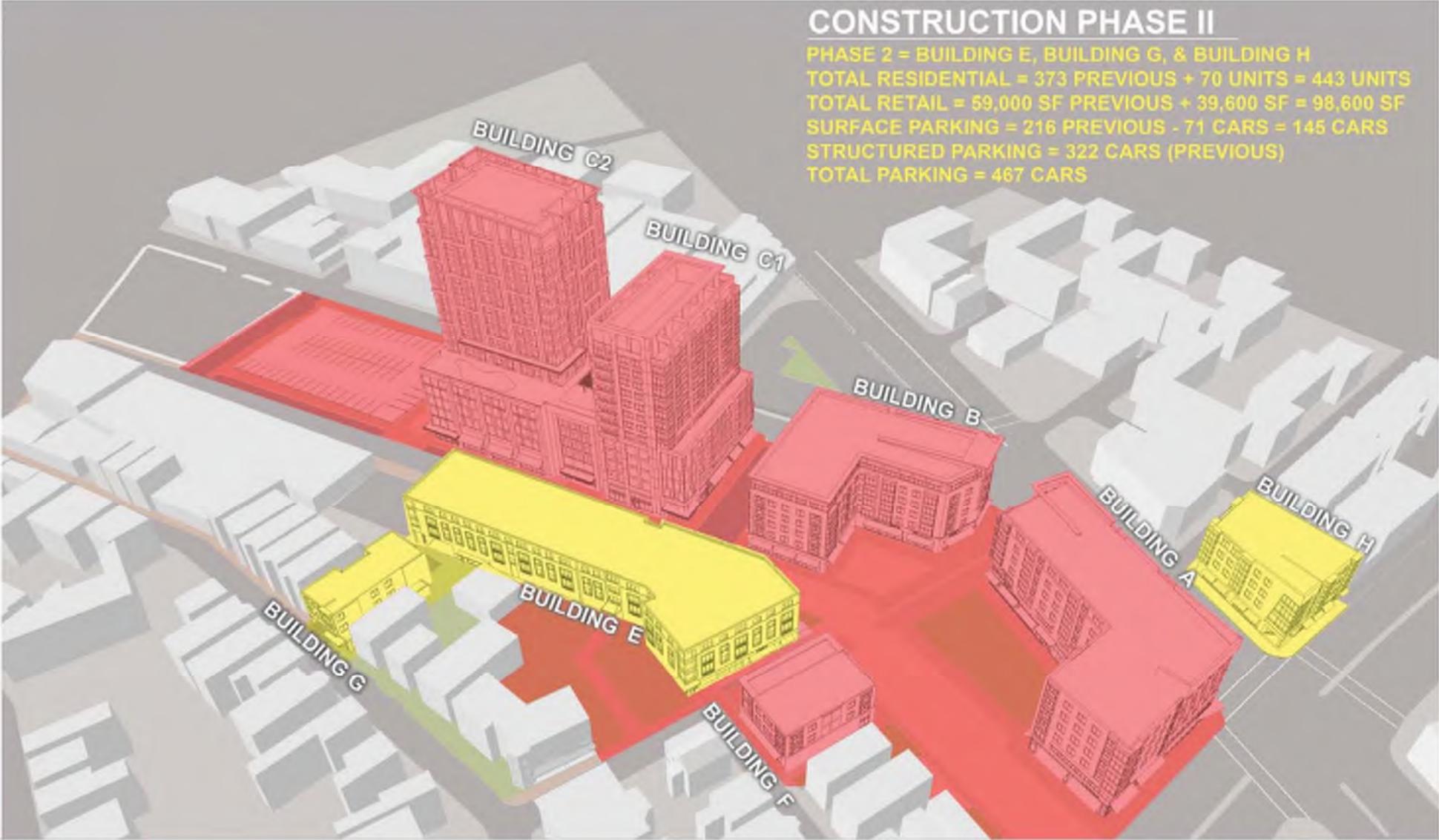


# Phasing - Phase 1



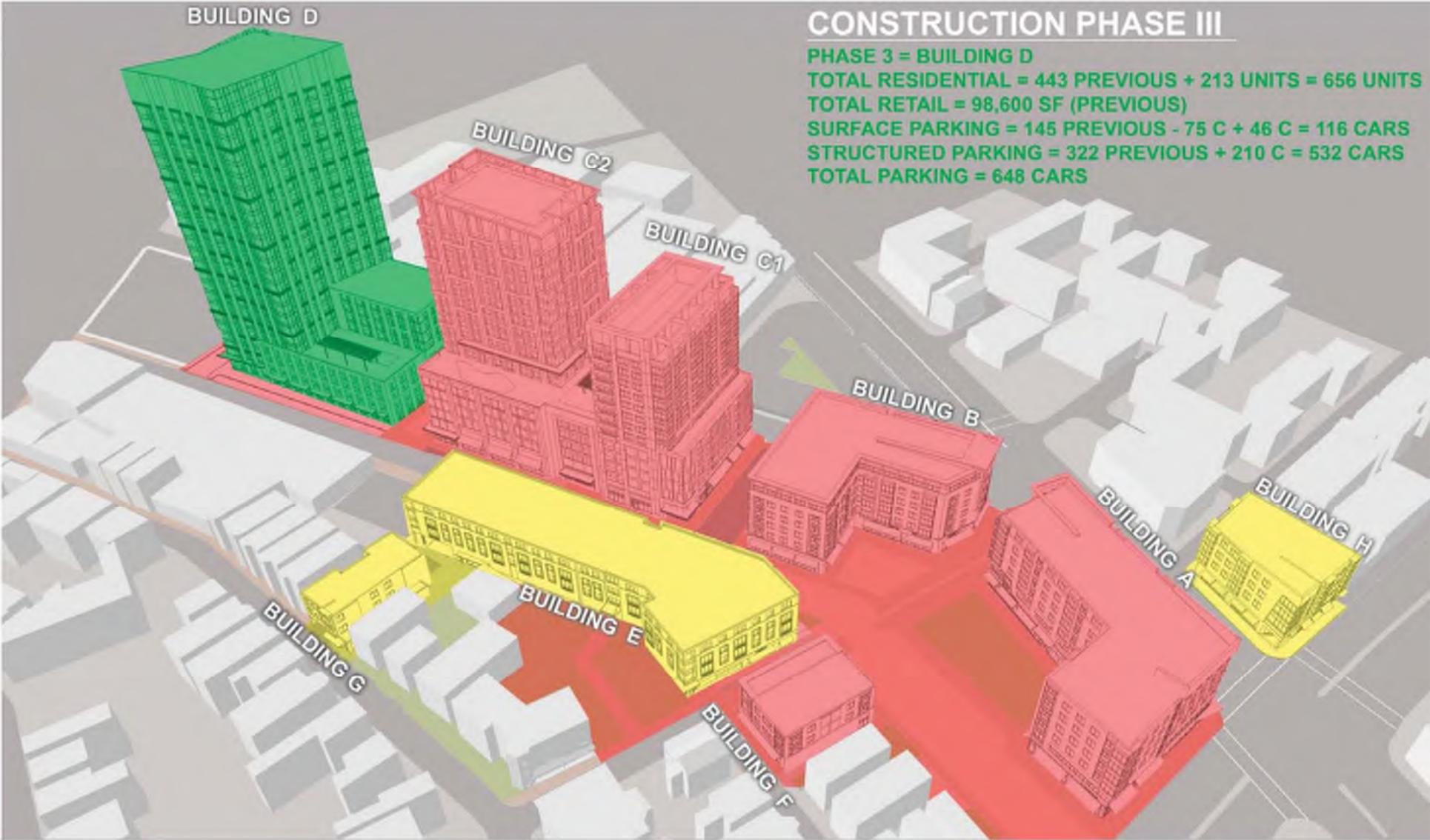
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# Phasing - Phase 2



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# Phasing - Phase 3



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# E Street Connection - BRA Master Planning

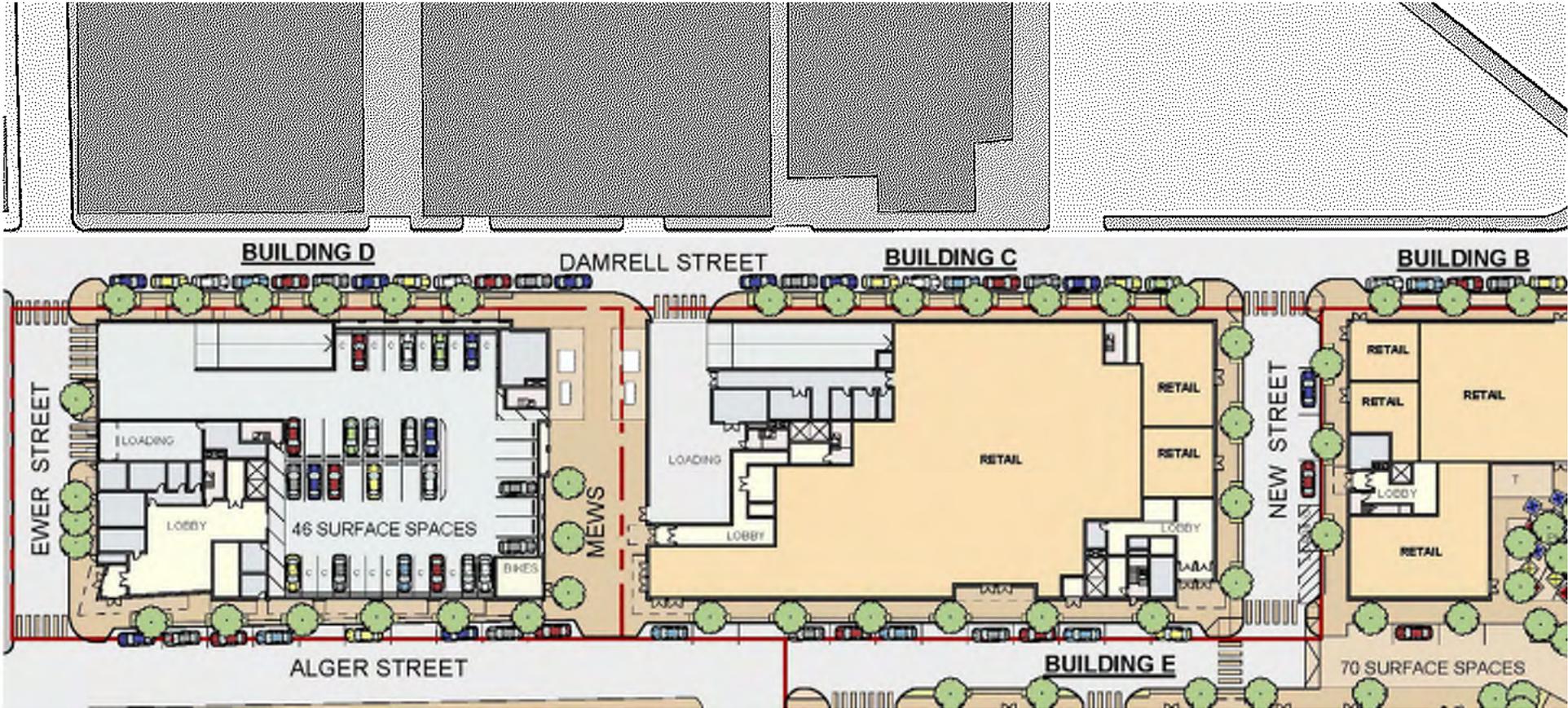


*The roads shown are conceptual and intended to illustrate a suggested network. Each location, layout, and dimension to be determined through this planning process.*



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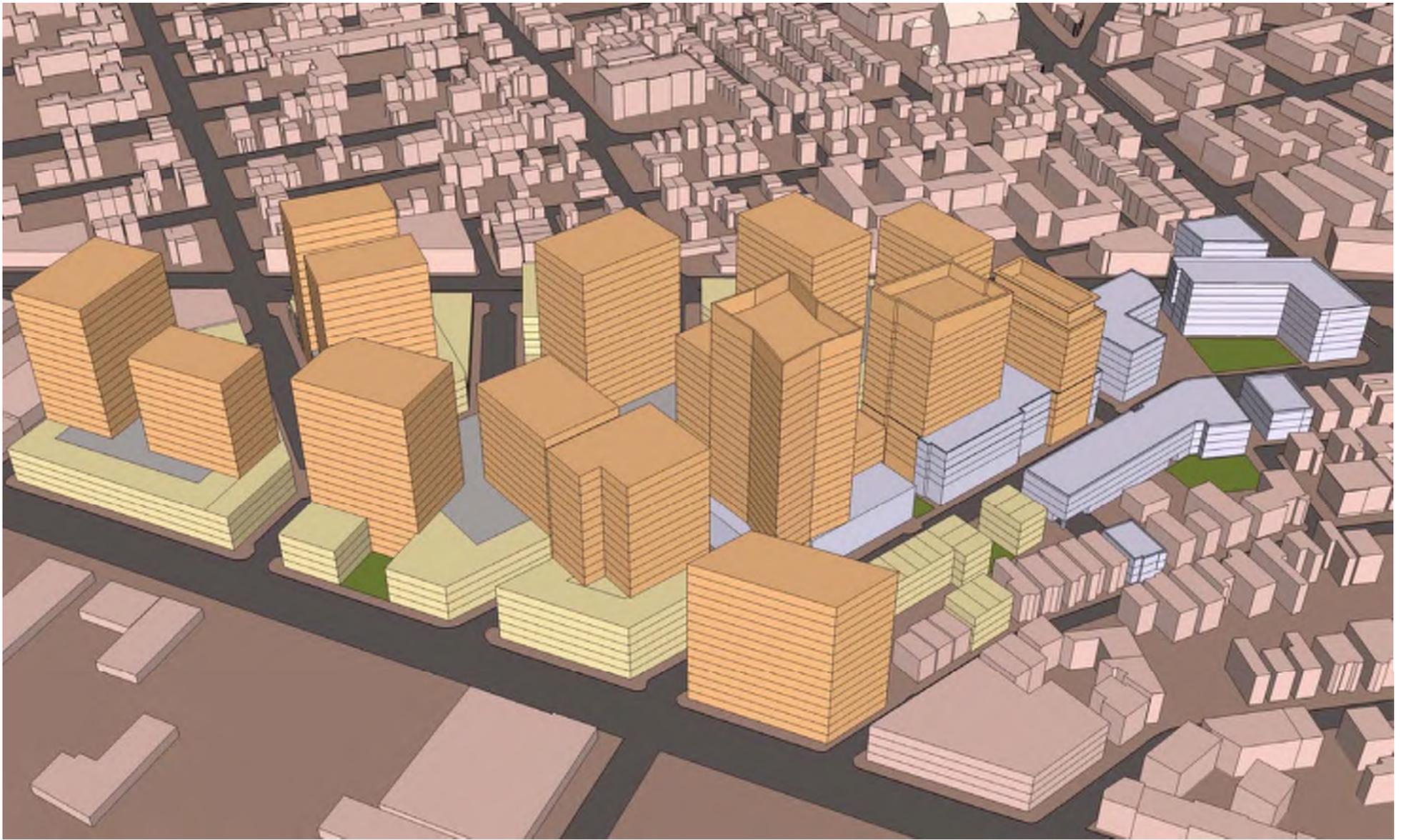
# E Street Connection



› Ground Level Tower Plans - Before

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# WV Team Proposed Master Plan (Based on Dot Ave Planning Study)

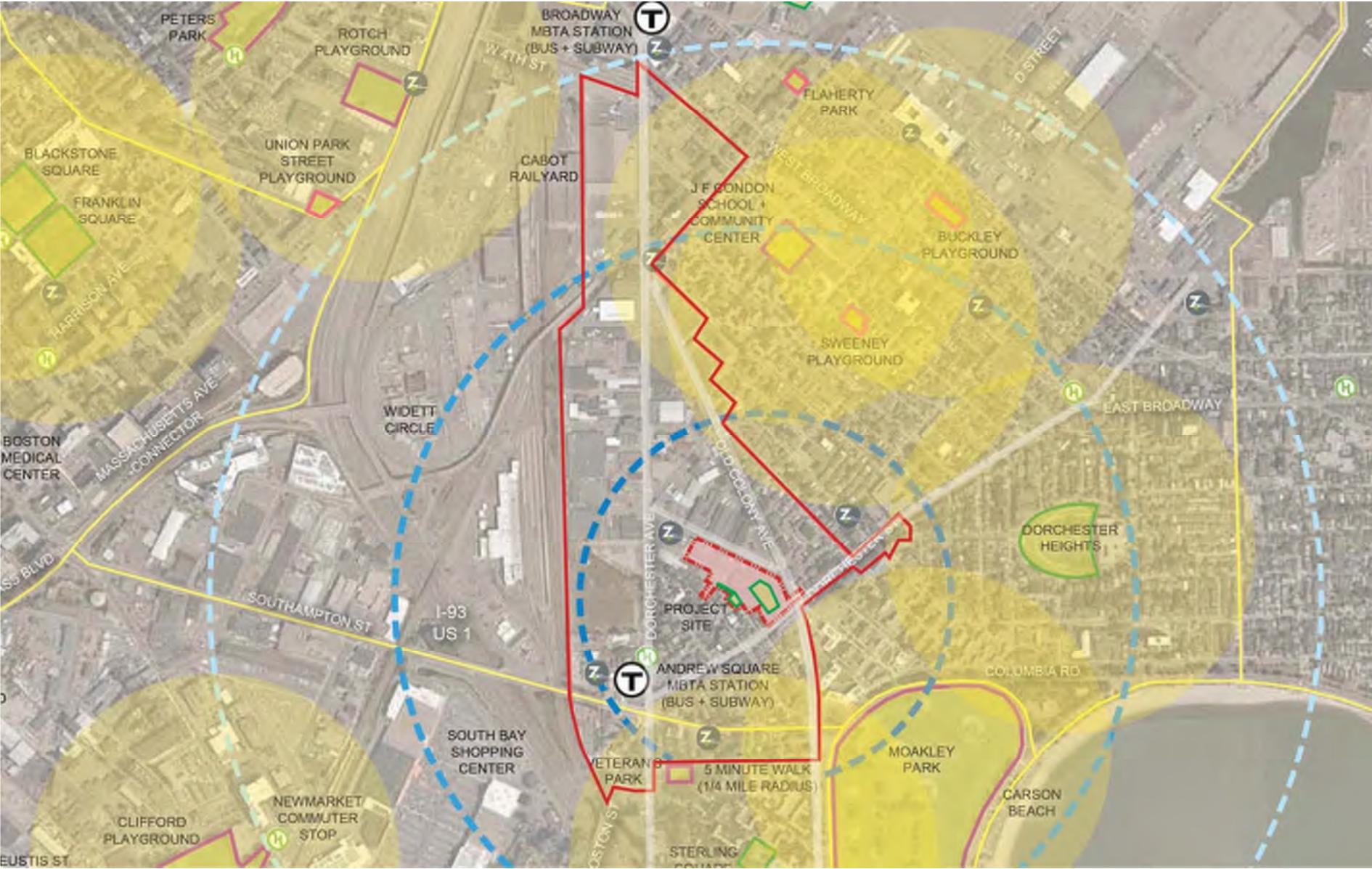


# Regional Parks + Open Space Context



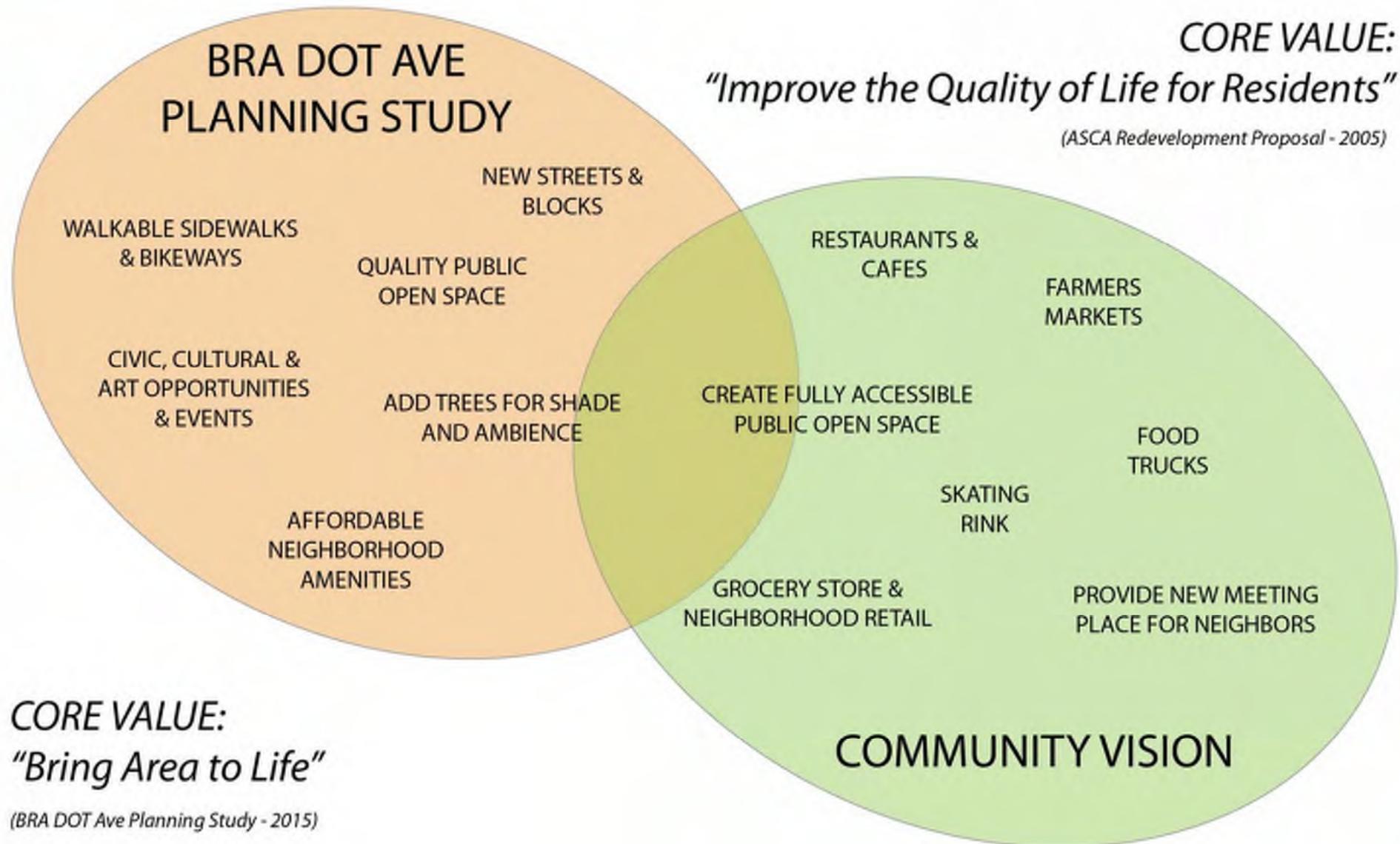
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# Neighboring Parks + Green Space – ¼ Mile Walk Zone



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# Core Values + Visions



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# Site and Landscape Design – Pedestrian Circulation

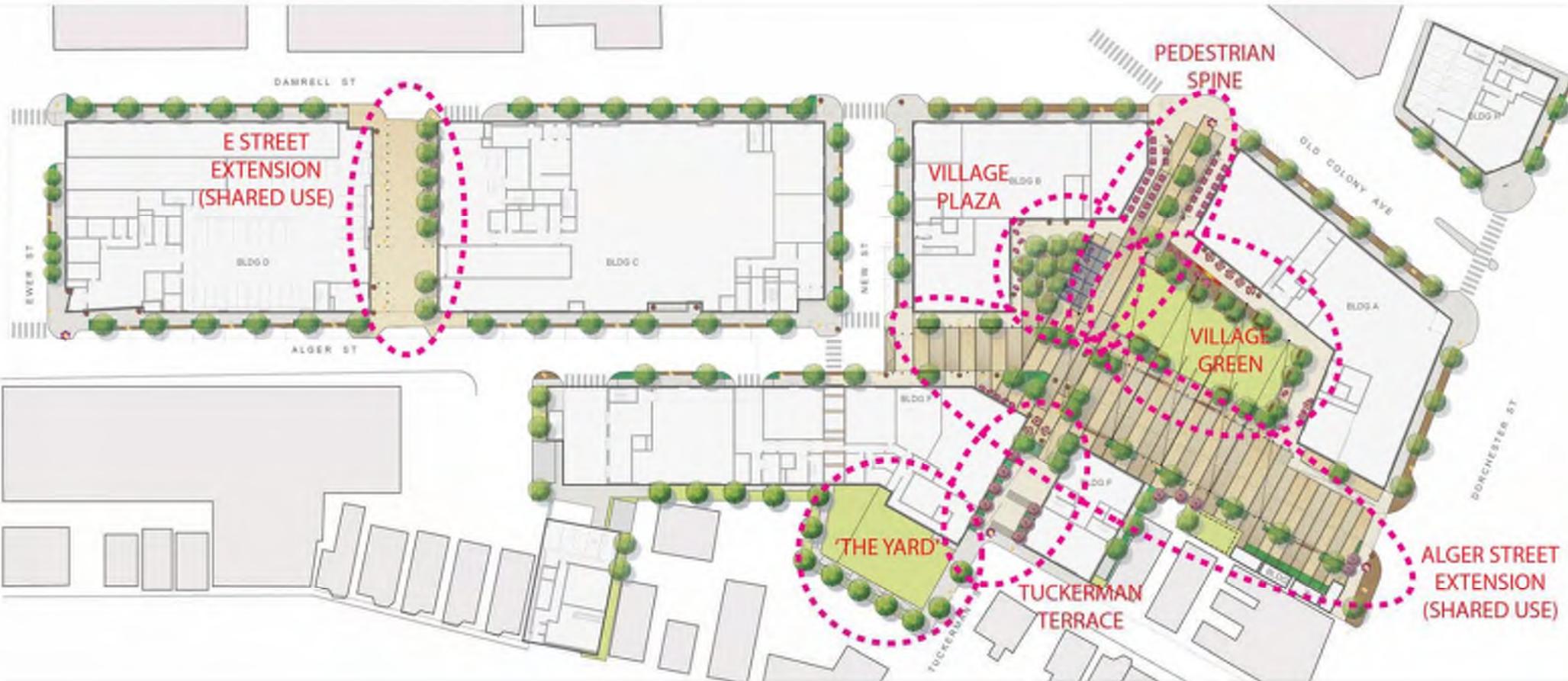


**LEGEND**

PRIMARY PEDESTRIAN CIRCULATION ————

SECONDARY PEDESTRIAN CIRCULATION ————

# Site and Landscape Design – Open Space Amenities



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# Site and Landscape Design – Complete Streets

## Neighborhood Main Street

Downtown Commercial  
Downtown Mixed-Use  
Neighborhood Main Street  
Neighborhood Connector  
Neighborhood Residential

Industrial  
Shared Streets  
Parkways  
Boulevards

### Overview

Neighborhood Main Streets are typically located in the heart of a residential part of the city. Characterized by dense single-floor commercial and retail use, they are often concentrated in an area only a few blocks long. They are the nucleus of the city's neighborhood economies, providing residents with daily essentials, locally-owned businesses, and services ranging from banking to dry cleaning. Similar to Downtown Mixed-Use Street Types, the curbside uses on Neighborhood Main Streets prioritize walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants.

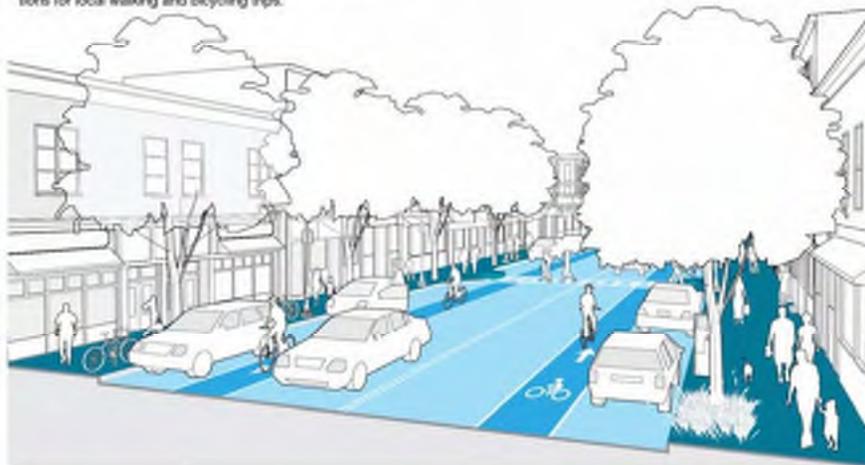
Because these streets are a meeting ground for residents, they should be designed to support gathering and community events such as farmers' markets and festivals. In addition they are characterized by public facilities such as libraries, as well as community and health centers.

Many of Boston's Neighborhood Main Streets are often the only through streets in a neighborhood, and are linked with well-known neighborhood squares, for example Dorchester Avenue and Peabody Square, or Dudley, Warren, and Washington Streets in Dudley Square. These streets and squares often serve as hubs for bus routes and as destinations for local walking and bicycling trips.

In 1995, the City of Boston established the Boston Main Streets program, a community-based, public-private partnership designed to revitalize and strengthen local business districts through strong organizational development, community participation, resident and merchant education, and sustainable development. For more information on the Boston Main Streets program, visit the City of Boston's website. (Note Neighborhood Main Streets can include corridors not currently participating in the Main Streets Program.)

### Example Streets

- Dorchester Avenue (South Boston/Dorchester)
- Center and South Streets (Jamaica Plain)
- Dudley Street (Roxbury)
- Birch Street and Roslindale Square (Roslindale)
- Meridian Street, Maverick and Central Squares (East Boston)



## Preferred and Minimum Widths for Sidewalk Zones

The width and design of sidewalks will vary depending on street typology, functional classification, and demand. Below are the City of Boston's preferred and minimum widths for each Sidewalk Zone by Street Type.

Street Type	Frontage Zone		Pedestrian Zone*		Greenscape/Furnishing Zone		Curb Zone	Total Width	
	Preferred	Minimum	Preferred	Minimum	Preferred	Minimum		Preferred	Minimum
Downtown Commercial	2'	0'	12'	8'	6'	1'-6"	6"	20'-6"	12'
Downtown Mixed-Use	2'	0'	10'	8'	6'	1'-6"	6"	18'-6"	10'
Neighborhood Main	2'	0'	8'	5'	6'	1'-6"	6"	16'-6"	7'
Neighborhood Connector	2'	0'	8'	5' (4')	5'	1'-6"	6"	15'-6"	7'
Neighborhood Residential	2'	0'	5'	5' (4')	4'	1'-6"	6"	11'-6"	7'
Industrial Street	2'	0'	5'	5' (4')	4'	1'-6"	6"	11'-6"	7'
Shared Street	2'	0'	Varies	5' (4')	N/A	N/A	N/A	Varies	Varies
Parkway	N/A	N/A	6'	5'	10'	5'	6"	16'-6"	10'-6"
Boulevard	2'	0'	6'	5'	10'	5'	6"	18'-6"	11'-6"

### Notes

- \* 5' is the preferred minimum width of the Pedestrian Zone in the City of Boston. The Americans with Disabilities Act (ADA) minimum 4' wide Pedestrian Zone can be applied using engineering judgement when retrofitting 7' wide existing sidewalks where widening is not feasible.

### Frontage Zone

- Where buildings are located against the back of the sidewalk and constrained situations do not provide width for the Frontage Zone, the effective width of the Pedestrian Zone is reduced by 1', as pedestrians will shy from the building edge.
- The preferred width of the Frontage Zone to accommodate sidewalk cafes is 6'.

### Pedestrian Zone

- Based on engineering judgment in consultation with PWD and the Mayor's Commission for Person's with Disabilities, the ADA minimum 4' Pedestrian Zone (plus 5' of width every 200') may be applied.

### Greenscape/Furnishing Zone

- The minimum width of the Greenscape/Furnishing Zone necessary to support standard street tree installation is 2'-6".
- Utilities, street trees, and other sidewalk furnishings should be set back from curb face a minimum of 18".

### Curb Zone

- Although the typical width of the Curb Zone is 6', widths may vary; additional width beyond 6" should be calculated as a part of the Greenscape/Furnishing Zone.

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# Site and Landscape Design – Site Lighting



City of Boston Standard - Damrell Street



Pendant Light - Dorchester St & Old Colony Avenue

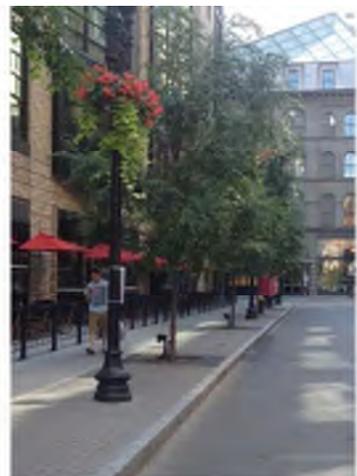
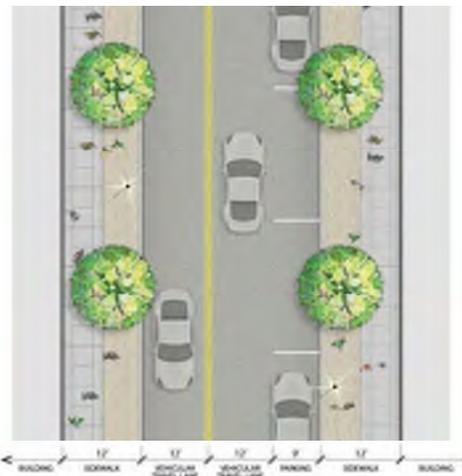
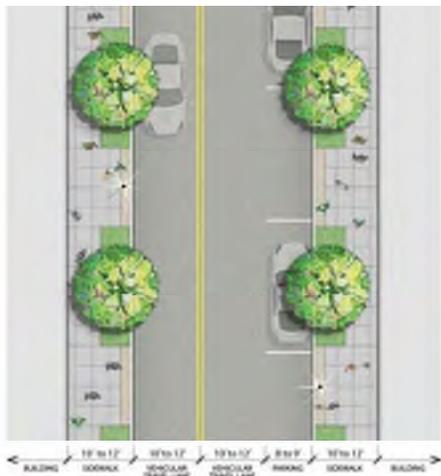


Lantern Light - Internal to Site



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# Site and Landscape Design – Streetscape Planting



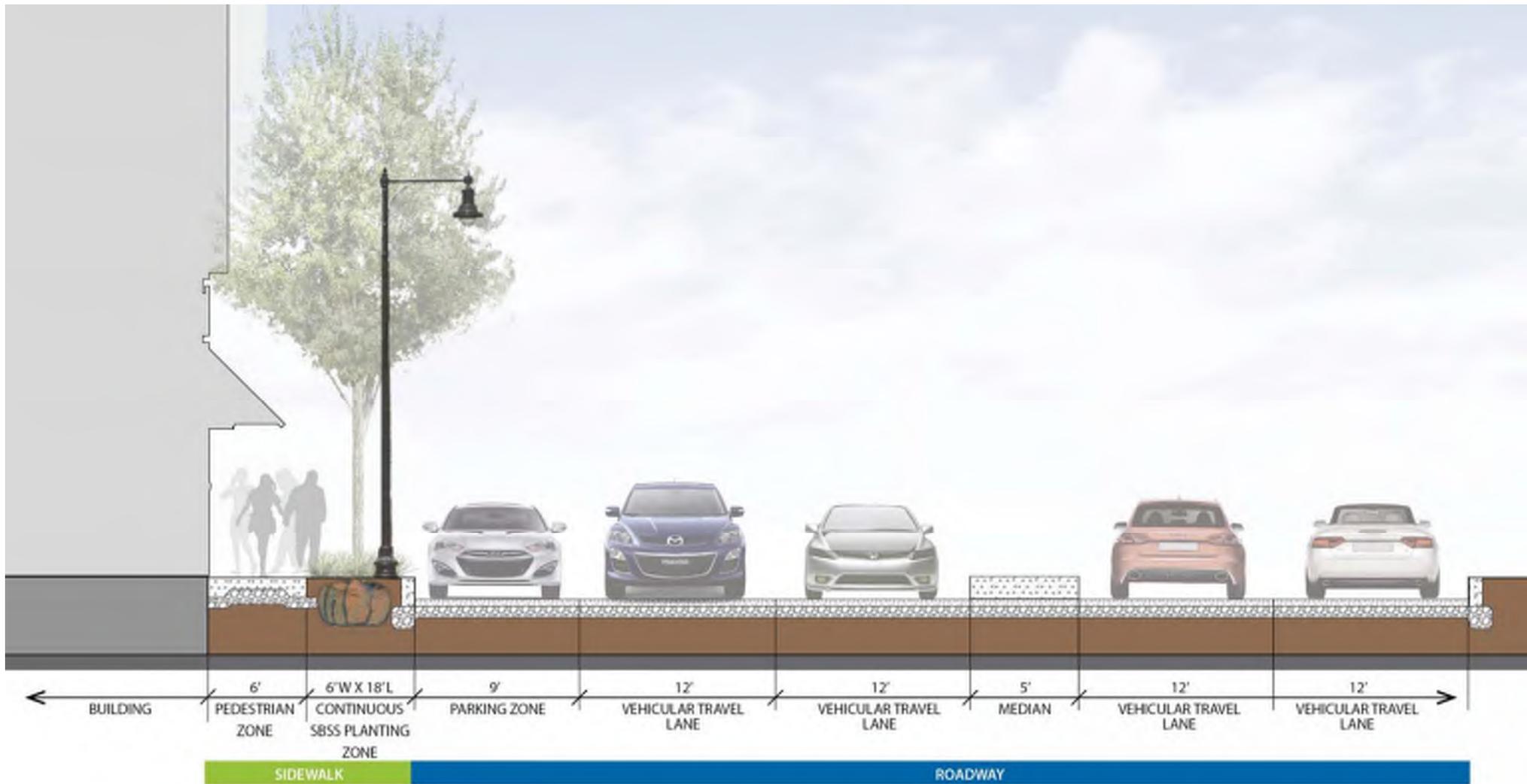
**Trees in Landscape Planters**  
 -10-12 FT WIDTH SIDEWALK - TREES IN LANDSCAPE PLANTERS AT GRADE  
 -PROPOSED 5'-0" WIDTH X 11'-0" LENGTH  
 -COMPLETE STREET TL RECOMMENDS MIN 4'-0" WIDTH X 32'-0" LENGTH

**Trees in Sand Based Structural Soil**  
 -12 FT WIDTH SIDEWALK - TREES IN PERMEABLE PARKING AND CONTINUOUS SAND BASED STRUCTURAL SOIL TREEWAY



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# Site and Landscape Design – Typical Street Section



- › Neighborhood Main – Dorchester St + Old Colony Ave

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# Site and Landscape Design



## › Village Green – Typical Day

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# Site and Landscape Design



## › Village Green – Community Event

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# Site and Landscape Design



## › Village Plaza – Typical Day

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# Site and Landscape Design



## › Village Plaza – Community Event

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# BRA Proposed E Street Alignment (Based on Dot Ave Planning Study)



# Project Totals

<b>BUILDING A</b>	
RETAIL ON FLOOR	1-2
RESIDENTIAL ON FLOORS	3-6 TOTAL HEIGHT 69'-8"
RETAIL	25,800 SF
RETAIL COMMON	2,250 SF
RESIDENTIAL GROSS SF	60,200 SF
<b>TOTAL GROSS SF</b>	<b>88,250 SF</b>
1 BED	28
1 BED +	8
2 BED	12
3 BED	8
S	8
Grand total: 64	

<b>BUILDING D</b>	
PARKING ON FLOORS	1-5
RESIDENTIAL ON FLOORS	6-21
MECH PENTHOUSE ON FLOOR	22 HEIGHT EXCL PH. 226'-0"
OPEN PARKING GARAGE GROSS	67,800 SF
RESIDENTIAL GROSS SF	200,230 SF
AMENITY	1,860 SF
RETAIL	4,200 SF
<b>TOTAL GROSS SF</b>	<b>274,090 SF</b>
GROUND FLOOR PARKING*	17,130 SF / 37 CARS
TOTAL GARAGE PARKING*	210 CARS
1 BED	52
1 BED +	20
2 BED	83
S	58
Grand total: 213	

<b>BUILDING G</b>	
RESIDENTIAL ON FLOORS	1-3 TOTAL HEIGHT 32'-0"
RESIDENTIAL GROSS SF	7,270 SF
<b>TOTAL GROSS SF</b>	<b>7,270 SF</b>
1 BED	1
1 BED +	1
2 BED	4
Grand total: 6	

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

<b>BUILDING B</b>	
RETAIL ON FLOOR	1
RESIDENTIAL ON FLOORS	2-6 TOTAL HEIGHT 69'-8"
RETAIL	11,300 SF
RESIDENTIAL GROSS SF	64,850 SF
<b>TOTAL GROSS SF</b>	<b>76,150 SF</b>
1 BED	15
1 BED +	10
2 BED	30
3 BED	5
Grand total: 60	

<b>BUILDING E</b>	
BASEMENT / STORAGE	1-2
RETAIL ON FLOOR	3-4
RESIDENTIAL ON FLOORS	3-4 TOTAL HEIGHT 48'-4"
RETAIL	34,000 SF
RETAIL COMMON	3,500 SF
RESIDENTIAL GROSS SF	42,500 SF
AMENITY	2,000 SF
<b>TOTAL GROSS SF</b>	<b>82,000 SF</b>
1 BED	24
2 BED	8
3 BED	4
S	10
Grand total: 46	

<b>BUILDING H</b>	
RETAIL ON FLOOR	1
RESIDENTIAL ON FLOORS	2-4 TOTAL HEIGHT 48'-4"
RETAIL	1,750 SF
RESIDENTIAL GROSS SF	18,500 SF
<b>TOTAL GROSS SF</b>	<b>20,250 SF</b>
GROUND FLOOR PARKING*	1850 SF / 9 CARS
1 BED	9
1 BED +	3
2 BED	3
S	3
Grand total: 18	

<b>PARKING RATIOS:</b>			
RETAIL:	101,000 SF	101 SPACES	1 PER 1000 SF
RESIDENTIAL:	656 UNITS	547 SPACES	0.8 PER UNIT

<b>BUILDING C</b>	
RETAIL ON FLOOR	1
PARKING ON FLOORS	2-5
RESIDENTIAL ON FLOORS	6-18
MECH PENTHOUSE ON FLOOR	19 HEIGHT EXCL PH 206'-6"
RETAIL GROSS SF	19,000 SF
OPEN PARKING GARAGE GROSS	112,500 SF
RESIDENTIAL GROSS SF	287,300 SF
AMENITY	2,240 SF
<b>TOTAL GROSS SF</b>	<b>421,040 SF</b>
TOTAL GARAGE PARKING	322 CARS
1 BED	95
2 BED	95
S	51
Grand total: 241	

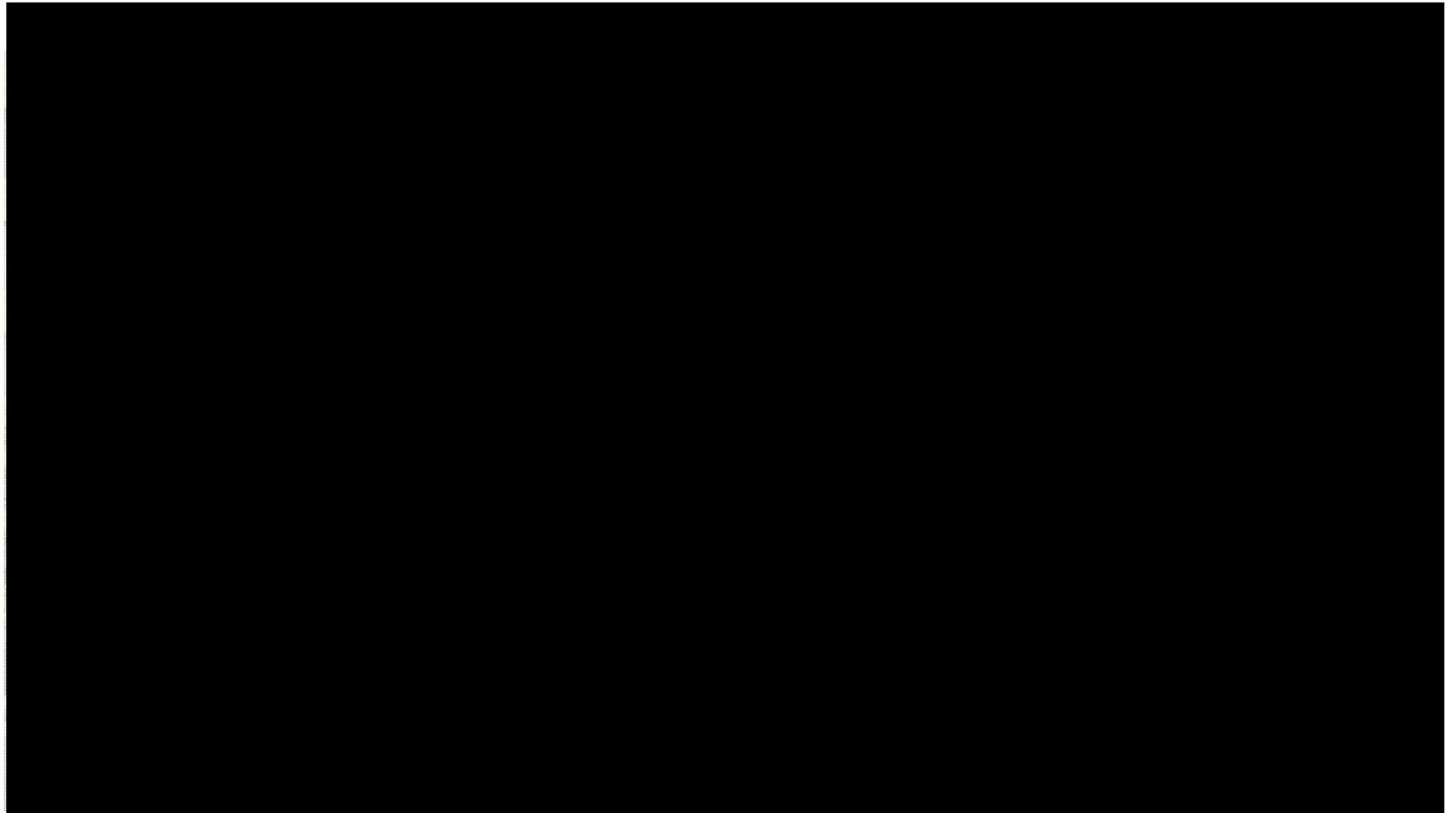
<b>BUILDING F</b>	
RETAIL ON FLOOR	1
RESIDENTIAL ON FLOORS	2-3 TOTAL HEIGHT 37'-8"
RETAIL	2,950 SF
RESIDENTIAL GROSS SF	7,450 SF
<b>TOTAL GROSS SF</b>	<b>10,400 SF</b>
1 BED	8
Grand total: 8	

<b>PROJECT TOTALS</b>	
RETAIL GROSS SF	99,000 SF
RETAIL COMMON	5,750 SF
RESIDENTIAL GROSS SF	688,300 SF
AMENITY GROSS SF	6,100 SF
OPEN PARKING GARAGE GROSS	180,300 SF
<b>TOTAL GROSS SF</b>	<b>979,450 SF</b>
FAR (GROSS/ SITE @ 213,076 SF)	4.59
STUDIOS	130 UNITS = 20%
1 BEDROOM	232 UNITS = 35%
1 BEDROOM +	42 UNITS = 6%
2 BEDROOM	235 UNITS = 36%
3 BEDROOM	17 UNITS = 3%
<b>TOTAL UNIT COUNT</b>	<b>656 UNITS</b>
SURFACE PARKING	116 CARS
STRUCTURED PARKING	532 CARS
<b>TOTAL PARKING</b>	<b>648 CARS</b>

# Project Overview

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- › Project Overview:
  - › 8 Buildings on 6 city blocks
  - › 2.4 acres of public realm with 45,000 SF of public outdoor space
  - › Roughly 7/8 mile of new active sidewalks per BTDC's Complete Streets Program
  - › 656 units of housing, both rental and ownership, for middle income market with affordability component
  - › Roughly 99,000 SF of retail
  - › Approximately 650 on-site parking spaces
    - › 0.8 spaces per residential unit
    - › 1 space per 1000 SF of retailNet gain of 8 on-street parking spaces
  - › 170 new trees



# Washington Village - Video Presentation

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DJ Properties LLC