

AUGUST 2017

NEPONSET WHARF

24 Ericsson Street, Boston, MA 02122

BCDC BRIEFING PACKAGE



PROPONENT

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CAPITAL

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Boston Civic Design Commission

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GENERAL PROJECT INFORMATION

Introduction

This Boston Civic Design Commission (BCDC) Briefing Package is being submitted on behalf of CPC Ericsson St LLC for a new mixed use development in the Port Norfolk neighborhood of Dorchester. A Project Notification Form was filed with the Boston Planning and Development Agency on June 30, 2017. At this stage, the level of review is primarily focused on the master planning and building massing level, access to the site, as well as preliminary building and parking plans. The project team will return to the BPDA (Boston Planning & Development Agency) with a DPIR (Draft Project Impact Report) that will further the design process, building massing, access and materials.

24 Ericsson St (Project Site) encompasses approximately 7.6 acres – 3.6 acres of developed land and four (4) acres of watershed – located along the Neponset River and Pine Neck Creek, in the Port Norfolk section of Boston's Dorchester neighborhood. Refer to Figure 1.1 for the site location map. The Project Site is bounded to the north by the Neponset River, to the east by an existing restaurant/function facility (Venezia), to the south and southeast by existing buildings, including the historic Putnam Nail Company buildings (now Boston Harbor Distillery), and to the west by Pine Neck Creek. The site is accessible from Ericsson Street by easements on either side to the Putnam Nail Company buildings. Refer to Figures 1.2 for Project Context.

The Project Site is currently occupied by a recreational boat dealership that operates water-dependent uses, including an approximately 75-slip marina, and supporting buildings for marine services, retail, and storage. The majority of the site is impervious, except for a small, isolated and overgrown area immediately west of the existing buildings. The entire site was first filled and developed for industrial and commercial uses over 100 years ago, and has continued to serve water-dependent uses since. Refer to Figure 1.3 for existing site conditions.

Portions of the Project Site are within the Neponset River Estuary Area of Critical Environmental Concern (ACEC). Certain environmental regulations and performance standards for work within ACEC's are elevated to protect, restore, and enhance resources.

Project Description

The proponent proposes to construct a new, mixed-use development known as Neponset Wharf, comprising approximately 307,000 square feet of floor area¹ within four new buildings, spread out across 3.6 acres of land along the Neponset River and Pine Neck Creek (Project). The Project will provide over 50 percent of the site for public outdoor space, and significantly expand public accessibility to this unique waterfront property. The Project will include the following key components:

- **The existing marina will be renovated** with new reconfigured docks and piers, and maintenance dredging will be performed, as necessary.
- **Existing landside storage and service facilities will be modernized and consolidated** from 71,300 square feet to 23,000 square feet, while maintaining the existing approximately 75-vessel capacity.

¹ Gross floor area (GFA) as defined by the Code

- **Three new, mixed-use residential buildings will be constructed** including 150 condominium units, as well as 185 structured parking spaces, a 25-room hotel, and a 4,000 square-foot restaurant/café.
- Existing inaccessible paved land area will be replaced with **approximately two acres of new landscaped outdoor space**, including approximately 28,000 square feet of continuous publicly accessible Harborwalk, a public fishing pier, facilities for kayak launching and storage, public restrooms, a small refreshment stand (Shore Shack), and a marina support building which provides bait, tackle, ice, fuel, etc.
- **A new pedestrian bridge** is being considered across Pine Neck Creek, to connect the Project Site and Tenean Beach to improve pedestrian access to the site and connectivity between the open space areas along the Dorchester Shores trail system.

1

Project Description

1.0 Open Space Design Approach

The Port Norfolk peninsula is an important waterfront resource within the City of Boston and the Dorchester neighborhood. The Project will preserve and enhance the existing marine uses and provide new public open spaces and improved public access along the Neponset River shoreline connecting a sequence of proposed and existing public spaces along the Dorchester waterfront. The new residential units, retail, and hotel uses complement the water-dependent facilities by adding vitality and activity to this prominent location where the Neponset River meets Boston Harbor.

The Project coincides with a decades-long planning and open space development effort to revitalize and enhance Dorchester's southern and eastern shorelines. Recognizing the long-term neighborhood goals to protect existing residential areas and promote needed waterfront and open space uses, both the City of Boston and the Commonwealth of Massachusetts have led efforts to rehabilitate these waterfront edges, bringing back the natural environment that existed before industrial development blocked public access. The Neponset River Trail, Pope John Paul II Park, Finnegan Park, Victory Road Park, Malibu Beach, and Tenean Beach are examples of public open spaces created nearby over the past two decades. Additionally, current plans are underway to improve the Morrissey Boulevard greenbelt with new pedestrian and bike lanes. The Project furthers this vision by providing high-quality open space along the waterfront, and by recognizing design strategies that help preserve the distinctive character of the surrounding Port Norfolk neighborhood.

1.0.1 Project Components/Uses

As shown in Figure 2.1, the Project consists of a mix of uses within a few new buildings and other structures. Key Project components are as follows:

Building A – Located in the in the southeastern corner of the Site, Building A proposes two levels of structured parking beneath six levels of residential and hotel space. The program for Building A is as follows:

- › Approximately 43 residential units and associated amenity/lobby space, including outdoor residential amenity space above the parking podium;

- › A small, approximately 25-room hotel, which functions as a supporting amenity for marina patrons and guests, but will be available to the public;
- › Structured parking for approximately 70 vehicles; and
- › Indoor storage for approximately 45 bicycles.

Building B – Located north of Building A, Building B proposes a small, two-level lobby/amenity space beneath three levels of residential space, most of which will be raised up above grade, on piles, to provide greater continuity between the surrounding open spaces, and improved resiliency from coastal flooding. The space beneath the cantilevered portion of the building is designed as a stepped terrace that will be accessible to the public. The program for Building B includes:

- › Approximately 21 residential units and associated amenity/lobby space; and
- › Indoor storage for approximately 21 bicycles.

Building C – Also referred to as the “Boathouse”, Building C is located along the waterfront, east of Building B. The Boathouse contains storage space for approximately 75 vessels, with smaller vessels (less than 25 feet-long) on stacked shelves, three high, and larger vessels stored on grade. Within the Boathouse either a marine travel lift or specialty forklift will move boats to and from the existing berth which will be contained within the building envelope to maximize public safety. In the summer months, larger vessels will be seasonally moved out of the Boathouse and moored in water, while smaller vessels may be moved in and out of storage as needed.

Building D – Located immediately to the south and abutting Building C, Building D comprises three levels of parking beneath up to five levels of residential. The program for Building D includes:

- › 86 residential units and associated amenity/lobby space;
- › A small (approximately 4,000 square feet) restaurant/café to support the adjacent marina uses, with the potential for some outdoor seating on the fourth floor above Building D;
- › Structured parking for approximately 115 vehicles; and
- › Indoor storage for approximately 86 bicycles.

Public Amenities/Supporting Uses – In addition to the four primary buildings described above, the Project will activate the surrounding open space and marina with new public amenity structures, as described below:

- › Kayak Storage Shed - A kayak storage shed and launching ramp will be provided along Pine Neck Creek along the western edge of the Harborwalk. Storage space would be available for rent to residents and the public.
- › Shore Shack – Envisioned as an accessory to the surrounding water-dependent uses, the Shore Shack is located on the Harborwalk, central to the Site. This structure will contain restrooms and facilities for marina

patrons that will be available to the public, as well as a small facility serving refreshments.

- › Marina Support Building – Located at the end of the main pier, the Marina Support Building will provide bait, tackle, and other marine supplies as well as a fueling station. Potential ticket sales and pick up/drop off for a water taxi could also be served by this structure.
- › Fishing Pier – Located in the northwestern corner of the Site, and within the footprint of the existing marina, the Fishing Pier will provide the public with direct access to the Neponset River. Functioning as both an observation platform and fishing pier, the structure will be fitted with supporting amenities including lighting and trash receptacles.
- › Pedestrian Bridge – A potential pedestrian bridge to Tenean Beach that would be funded and constructed by the Proponent, but potentially granted to DCR after construction. This structure would greatly improve walking/biking accessibility to and from Tenean Beach.
- › Open Space Amenities – In addition to the structures discussed above, the Project will activate the two-acre outdoor space with a variety of active and passive recreational amenities. Amenities currently proposed, as described in Section 2.4, and shown in Figure 2.7, include:
 - *Harborwalk* – The Project will construct 28,000 square feet of new, continuous, publicly accessible Harborwalk along the perimeter of the Site, connecting the proposed open spaces with the marina, fishing pier, and associated supporting facilities.
 - *Dog Park* – Open to the community and located west of Building A.
 - *Tidal Garden* – A resiliency and wellness feature, which highlights the important environmental context of the Site.
 - *Game Court* – Located along the Harborwalk, game courts could provide recreational opportunity along the waterfront.

1.0.2 Proposed Development Program

The proposed development program is provided in Table 1-1 below:

Table 1-1 Proposed Development Program

Use/Element	Approx. Area ¹	Approx. Height ²	Approx. Quantity
Project Site	3.6 acres ³		–
Building A	93,500 sf	86 feet	8 Stories
Residential/Amenity	59,000 sf		43 Units
Hotel	10,500 sf		25 Rooms
Parking ⁴	24,000 sf		70 Spaces
Building B	28,500 sf	55 feet	5 Stories
Residential/Amenity	28,500 sf		21 Units
Building C (Boathouse)	23,000 sf	31 feet	1 Story
Boat Storage	23,000 sf		75 Vessels
Building D	159,500 sf	86 feet	8 Stories
Residential/Amenity	115,500 sf		86 Units
Restaurant/Café	4,000 sf		
Parking	40,000 sf		115 Spaces
Public Amenities/Supporting Uses			
Kayak Storage Shed	650 sf		
Shore Shack	400 sf		
Marina Support Building	1,450 sf		
Overall Total SF	307,000 sf	150 Units (Condominium)	185 Parking Spaces (Vehicle)
		152 Bike Storage Spaces	

1 All building areas are provided as gross floor area (GFA), as defined by Article 2A of the Code.

2 Measured to the top of the last occupiable floor.

3 The overall parcel contains four acres of watershed which is not included in this calculation of developable area. Total parcel area is 7.0 acres.

4 The Project includes approximately 91,500 square feet of structured parking, of which, approximately 31,000 square feet is located at grade, and therefore excluded from calculation of GFA in accordance by the City of Boston Zoning Code

Zoning

The Proposed Project is located within the Waterfront Service (WS) Subdistrict of Article 65's Dorchester Neighborhood District, which generally permits the proposed multi-family residential and mixed-use buildings contemplated by the project as allowed or conditional permitted uses. As currently proposed, the Project would require zoning relief for hotel use, Floor Area Ratio (FAR), building height, lot coverage, side yard, and multifamily dwellings as a percentage of FAR.

Table 1-2. Waterfront Service (WS) Subdistrict of Article 65 (Dorchester Neighborhood District) - Dimensional and Off-Street Parking Requirements

Dimensional Element	Waterfront Service (WS) Subdistrict	Proposed Project¹	Expected Zoning Relief Required?
Minimum Lot Size	None	158,623 sf	No
Max. Floor Area Ratio	1.0, 1.2 con.	1.5	Yes
Max. Building Height	35 feet	86 feet	Yes
Minimum Lot Width	None	n/a	No
Minimum Lot Frontage	None	n/a	No
Minimum Front Yard Setback	25'	38'	No
Minimum Side Yard	10'	3' (bldg. A)	Yes

Minimum Rear Yard	12 feet	63'	No
Required Off-Street Parking	per Article 80 ²	185 spaces	per Article 80 ²
Minimum Number of Loading Bays	per Article 80 ²	1 bay	per Article 80 ²
Minimum Usable Open Space	N/A	179,772 sf 1,200 SF/D.U.	No

1. The dimensions cited in the prior table may change as the Proposed Project undergoes ongoing review by BPDA staff.
2. Required off-street parking and loading spaces shall be determined through the Large Project Review process.

1.1 Agency Coordination and Community Outreach

The Proponent has engaged abutters, neighborhood groups, community leaders, business owners, elected officials, City and State regulatory agencies, and other stakeholders. Through this public engagement process, the Project Team has gathered input and feedback as it prepares plans for the Project.

1.1.1 City/State Coordination and Meetings

Members of the Project team have met with City Councilor Frank Hunt, State Representative Dan Hunt, and State Senator Linda Dorcea Forry. The team has also met with members of the DEP, DCR, MEPA and BPDA staff to consult on the planning, development and design of the Project. Following is a list of City and State coordination meetings that have taken place to date.

April 6, 2017 DEP Site Jurisdictional Review

May 5, 2017	BPDA Pre-Filing Meeting
May 10, 2017	MEPA Pre-Filing Meeting
May 16, 2017	City Councilor Frank Baker
May 16, 2017	State Representative Dan Hunt
May 17, 2017	DCR Meeting
May 22, 2017	2 nd BPDA Pre-filing Meeting
May 31, 2017	Senator Linda Darcena Forry
June 26, 2017	Boston Landmarks Commission

1.1.2 Community Outreach

Prior to acquisition of the Property, the Proponent met with the Port Norfolk Civic Association to seek neighborhood input on potential redevelopment opportunities for the Site. After moving forward with acquiring the Site and incorporating community input, the Proponent has reengaged the community to ensure that the Project design is sensitive to their concerns. The Proponent has hosted a series of meetings including an open house, to solicit input and introduce the Project. Community engagement to date has included:

Fall, 2016	Port Norfolk Civic Association (introduction of Proponent)
May 16, 2017	Port Norfolk Civic Association (informal discussion)
June 3, 2017	Port Norfolk Community Open House
June 20, 2017	Port Norfolk Civic Association (informal discussion)

The Proponent has also initiated, through the submission of the LOI, the formation of an Impact Advisory Group (IAG). The IAG is a group of individuals selected by the district City Councilor, State Representative, and State Senator to formally review the impacts of the Project and make recommendations for mitigation. Comprised of up to 15 members, the IAG typically includes residents, business owners, or designees of community organizations within the impacted area.

1.2 Project Proponent/Development Team

The following lists the key members of the development team for the Project (the "Project Team"):

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2

Urban Design

Introduction

This Chapter addresses the design of the Project, including significant public realm improvements. The figures referenced in this section are all contained in Appendix A.

2.1 Planning Principles and Design Goals

2.1.1 Site Planning

The Project is being planned with an emphasis on creating an active and engaging public realm. To achieve this goal, the Site's public realm has been divided into three distinct planning areas: the Wharf, the District, and the Open Green Space. Refer to Figure 2.2 for Site Planning Context.

"The Wharf" sustains and improves boating and associated supporting uses. A significant portion of the Project Site is waterfront area, so the movement of boats and access to slips and docks is critical to the Project. Proposed accessory landside uses within the Wharf will support and activate the Marina for customers and the public alike.

"The District" is the internal Site area that engages with the existing surrounding buildings and neighborhood. The District relates the Project back to the architecturally significant Boston Harbor Distillery building to the south, and manages the primary entrance for pedestrians and vehicles. Drop-off zones and building entries are intended to support a pattern of facades and sidewalks.

"The Open Green Space" departs from the hardscape and working areas of the District and Wharf and provides green spaces and pathways that open to the long views of the water and city skyline. The edges are defined by a new Harborwalk facing Tenen Beach, the marina, and expansive views out to Boston Harbor. Amenity spaces within the Open Green Space, including a tidal garden, would serve the entire neighborhood, allowing dog walking, kayaking, and passive recreation. The open space design will incorporate a range of strategies to address potential flooding and expected sea level rise. At the tip of the open space, a tidal garden will mitigate tidal surges during high tides and storm events. Raised topography will help protect all the Site edge conditions. At Site level, stormwater management and landscape treatment systems will incorporate appropriate plant selections to reduce runoff and improve water quality.

2.2 Building Design Concept and Development

2.2.1 Height and Massing

The four main buildings (Buildings A, B, C, and D) of the Project derive their massing and form from the varied, existing conditions proximate to the Site, including buildings of historical significance, as well as ACEC and Chapter 91 regulations. Other considerations include maximizing public access to the water's edge and open spaces, highlighting harbor and skyline views, optimizing solar exposure for both residential units and public spaces, easing the arrival and circulation of vehicles, and serving the marina and boathouse facility.

The ground floor uses within the Project Site consider the impacts of sea level rise and climate changes. All residential spaces and many other uses have been raised above the first two levels, well above the possible future flood elevations due to climate change. The ground floor of the buildings comprises two parking garages, lobbies, and a boathouse. Refer to Figure 2.2a-e for Project floor plans.

The site plan carefully relates to the existing neighborhood, with a strong desire to maximize public access to the water's edge and provide new public open space. The orientation of the buildings presents a grouping of smaller facades from the neighborhood viewpoint, to avoid blocking view corridors and sightlines to the water. Additionally, by orienting the buildings on their north/south axis, circulation is directed from arrival at The District through the Site toward the Open Green Space and the Wharf. Refer to Figure 2.3 for Project Massing.

The design approach for Buildings A, B, C, and D is summarized below:

Building A

Situated closest to the neighborhood, at the end of Lawley Street, Building A is envisioned as an eight-story building, with a two-level parking garage, one level of hotel use, and the remaining five floors made of residential condominiums. The parking podium supports bike storage. An amenity space on the roof consisting of a sun deck, fitness space, and potentially a pool. This amenity space overlooks the Open Green Space, Pine Neck Creek, and has the best views of Tenean Beach across the inlet. The Lawley Street façade is sensitive to the neighborhood, presenting a relatively small building face, broken up into a series of smaller planes to minimize massing. Building A also sits closest to the Boston Harbor Distillery (former Putnam Nail Company building), and it is one of three buildings that frame the urban nature of the District as the arrival space into the Site.

Refer to Figure 2.4a for an elevation view of Building A.

Building B

Building B is a five-story residential building adjacent to the District. Being closest to the water's edge, the majority of the building is elevated on piles, with the first

residential level two stories above grade. This serves both to maintain continuity between the surrounding open spaces and as a resiliency measure for future sea level rise, as discussed in Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*. A lobby, bike storage, and other amenity space activate the ground floor of the building. This building frames the transition between the District, the Open Green Space, and the Wharf. The space beneath the pile-supported portion of the building will be activated by a series of stepped decks or terraces. These decks will be available to the public as waterfront viewing areas, and will also help to manage the elevation change up to the building entry.

Refer to Figure 2.4b for an elevation view of Building B.

Buildings C and D

Buildings C and D are two structurally independent but adjacent buildings. Building C features a three-story podium with up to five levels of residential use above. Building D's podium is taken up entirely by the Boathouse. Building C's podium comprises a lobby, bike storage, and parking garage. The Boathouse will store larger boats (30-55 feet) on grade and smaller boats (25 feet) on stacked racks three-high with the capability to maneuver and store boats within the building envelope. Thus, Building C will present a working façade along The District and The Wharf, where people visiting the Site will be able to experience the active maritime uses essential to the Project from a safe distance. Above the Building C podium, a portion of the roof top overlooking the Wharf may be reserved for exterior deck space to support the restaurant/café in Building D. The remaining space in Building C is residential units with expansive views out to Dorchester Bay and the Boston skyline.

Refer to Figure 2.4c for an elevation view of Building C/D.

2.3 Public Realm Improvements

In contrast to the existing Site condition, which is dominated by asphalt and metal structures, the Project aims to create a sustainable, active, and connected environment to tie into the surrounding Port Norfolk neighborhood. Key aspects of the landscape design aim to provide areas for seamless integration by lifting Building B above grade to help create an active and connected ground plane for the Project Site.

Enhancements to the publicly accessible open spaces (or public realm) will encourage people to visit the Site and engage the local community, by creating an active and appealing public waterfront. A new Harborwalk will create a vibrant and attractive shoreline that provides strong connections through the Project Site. Additional amenities to encourage direct access to the waterfront may include city overlooks, a fishing pier, restrooms, and kayak storage facility and/or launch as described in Section 1.2.2, *Project Components/Uses*.

Beyond the waterfront improvements, the Project will seek to provide spaces for public engagement with well placed seating areas, dedicated spaces for families and

pets, fitness stations, potential art installations, as well as flexible open spaces for temporary uses and general passive recreation.

The public realm will showcase sustainable technology and stormwater management. Native plantings and a tidal garden will serve aesthetic and ecological functions, working to create an environment welcoming of both people and wildlife.

Refer to Figure 2.7 for the Project's Open Space Plan.

2.3.1 Streetscape

Sidewalks are proposed along the access roadways, which will provide an inviting entry to the Site. Internal design of roadways, sidewalks, etc. (streetscape) design will provide for a pedestrian-friendly streetscape, integrating drop-off areas as a safe point of vehicular access without interrupting traffic flow. Each major point of entry to the buildings will be universally accessible. Street furnishings, such as benches or seating elements will serve as a resting place for pedestrians, street lighting to improve pedestrian safety, and bike racks to encourage alternate transportation options. Stormwater management measures will mitigate runoff and/or flooding. Plantings and street trees are proposed to maximize the Project landscape areas.

Refer to Figure 2.8 for the Streetscape Improvement Plan.

2.3.2 Pedestrian Access/Circulation and Accessibility

It is anticipated that the Project will be primarily accessed via foot from the nearby residences in the Port Norfolk neighborhood and surrounding community. The primary pedestrian connection envisioned is multiple accessible sidewalks along the entry points into the Site. Once within the Site, sidewalks and pathways will connect pedestrians to the outdoor public space and Harborwalk. Additionally, pedestrian bridge is under consideration which would connect Tenean Beach to the Harborwalk. The proposed landscaped open spaces will be a pedestrian-only area, open to the public, and located on the waterside of all buildings.

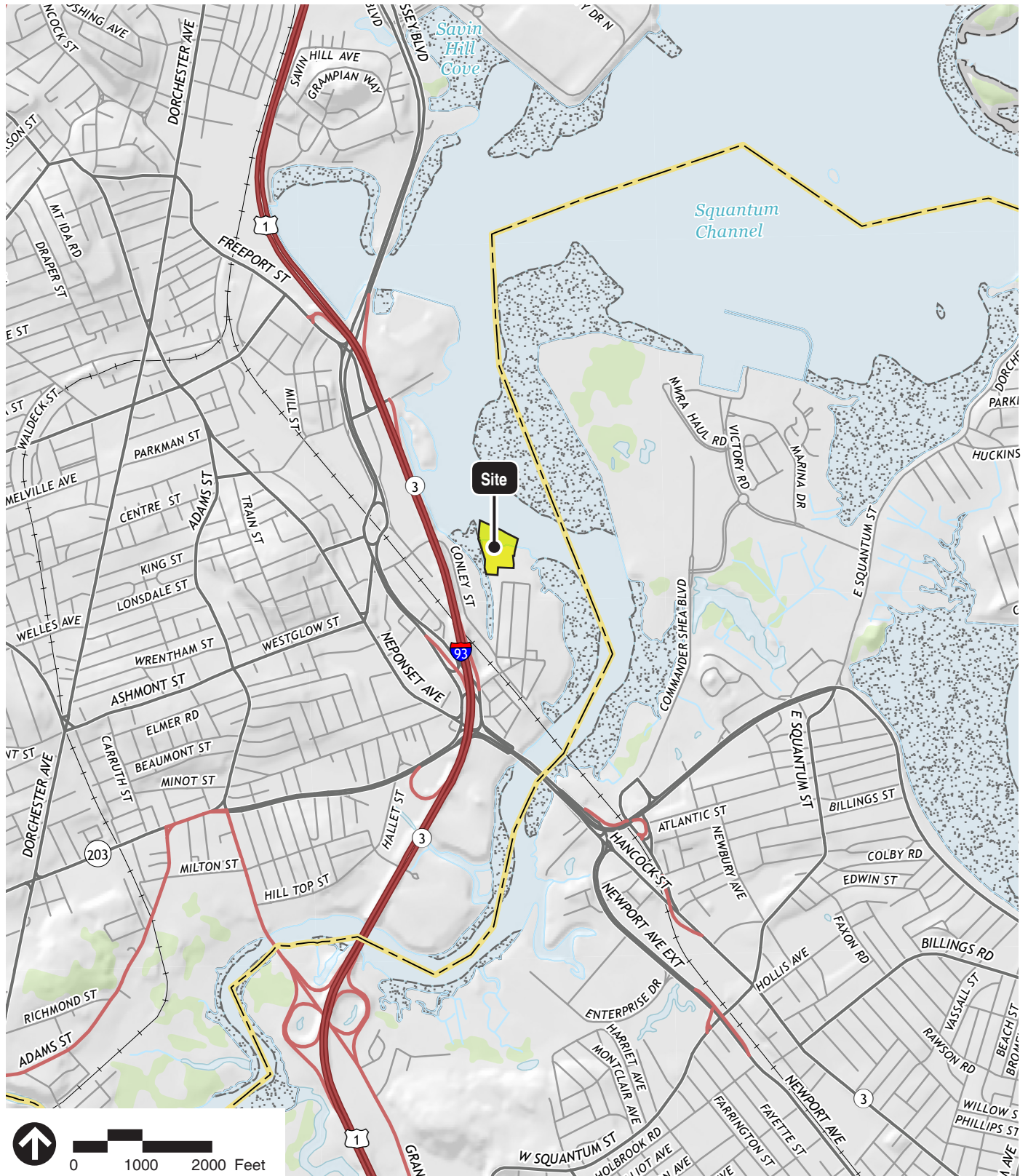
The Project will significantly improve accessibility around the Project Site. Vehicular access to the Project will be located on Ericsson Street. A one-way entry will align with Port Norfolk Street while the one-way exit will align with Lawley Street. Two parking garages and loading docks in Buildings A and D will be accessed along the new interior roadways. Curbside drop-off/pick-up will be provided at each building lobby and at the marina.

Refer to Figure 2.9 for the Pedestrian Access and Circulation Plan.

2.4 Sustainability

The project is in the early stages of determining sustainability approaches and a preliminary LEED checklist is included as Figure 3-1 in appendix A.

APPENDIX A: URBAN DESIGN FIGURES & LEED CHECKLIST



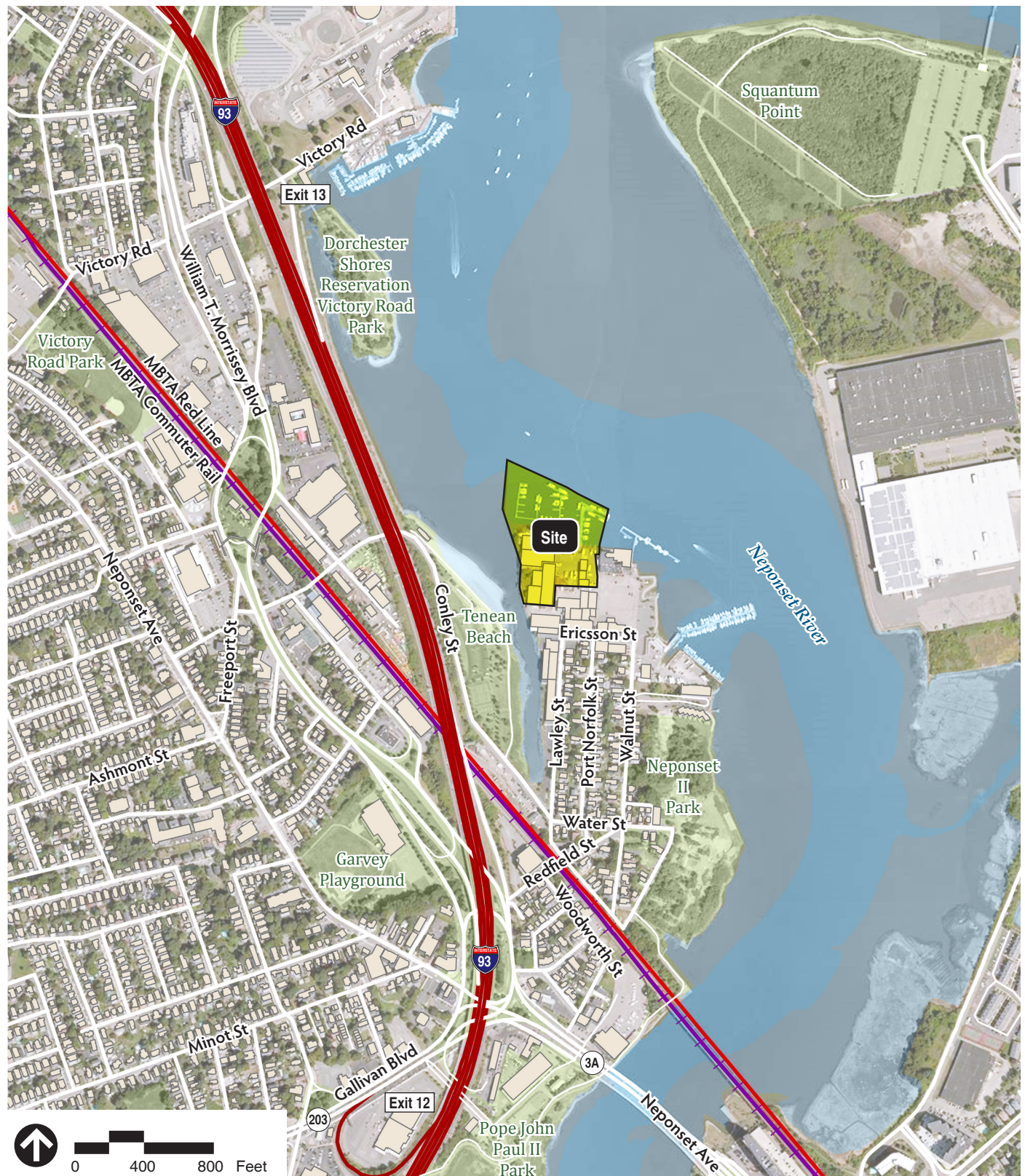
Source: USGS 2015 Boston South



Figure 1.1

USGS Locus Map

**Neponset Wharf
Boston, Massachusetts**

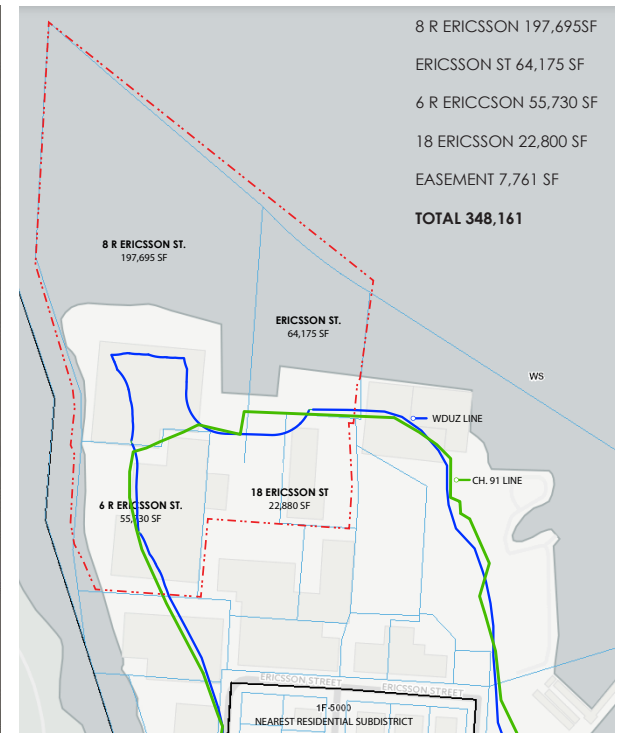


Source: ArcGIS Bing Aerial, MassGIS



Figure 1.2
Project Context

**Neponset Wharf
Boston, Massachusetts**



SITE ANALYSIS



3



6



7



2



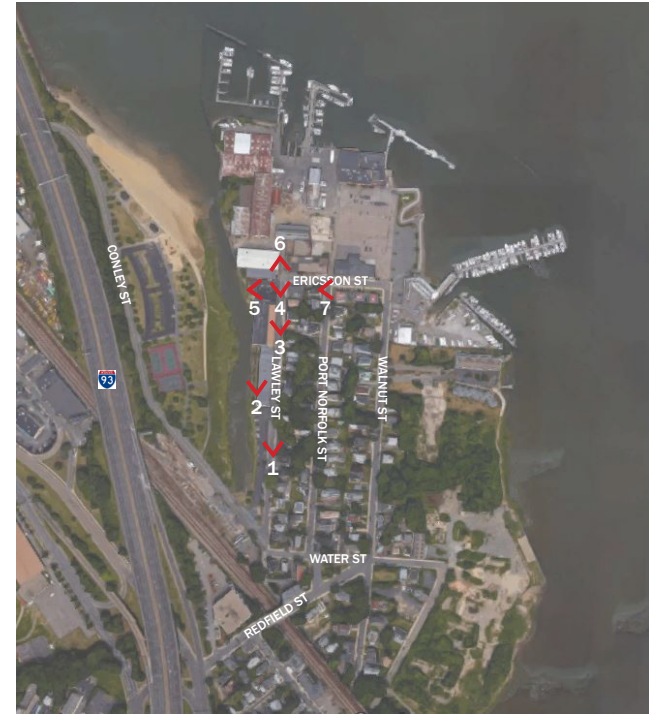
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1



4



EXISTING NEIGHBORHOOD PHOTOS

NEPONSET WHARF, BOSTON, MA



10



13



14



9



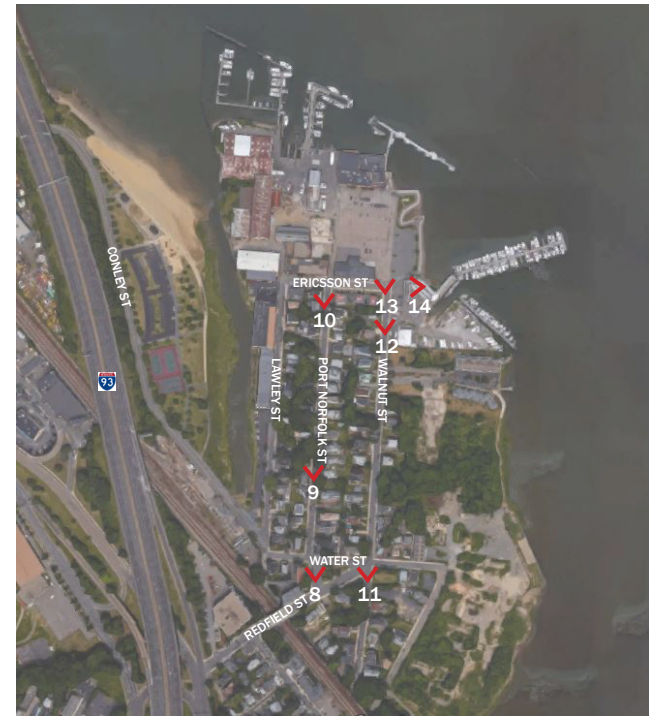
12



8



11



EXISTING NEIGHBORHOOD PHOTOS

NEPONSET WHARF, BOSTON, MA



16



17



18



19



15



20



EXISTING SITE PHOTOS



22



23



24



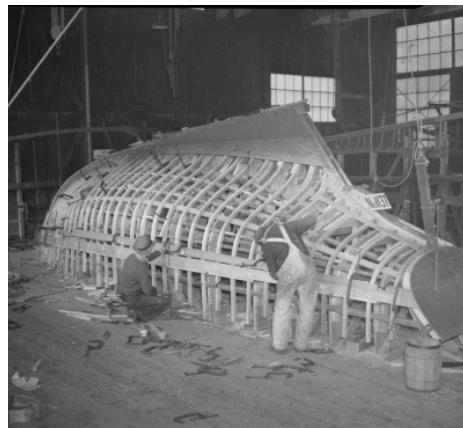
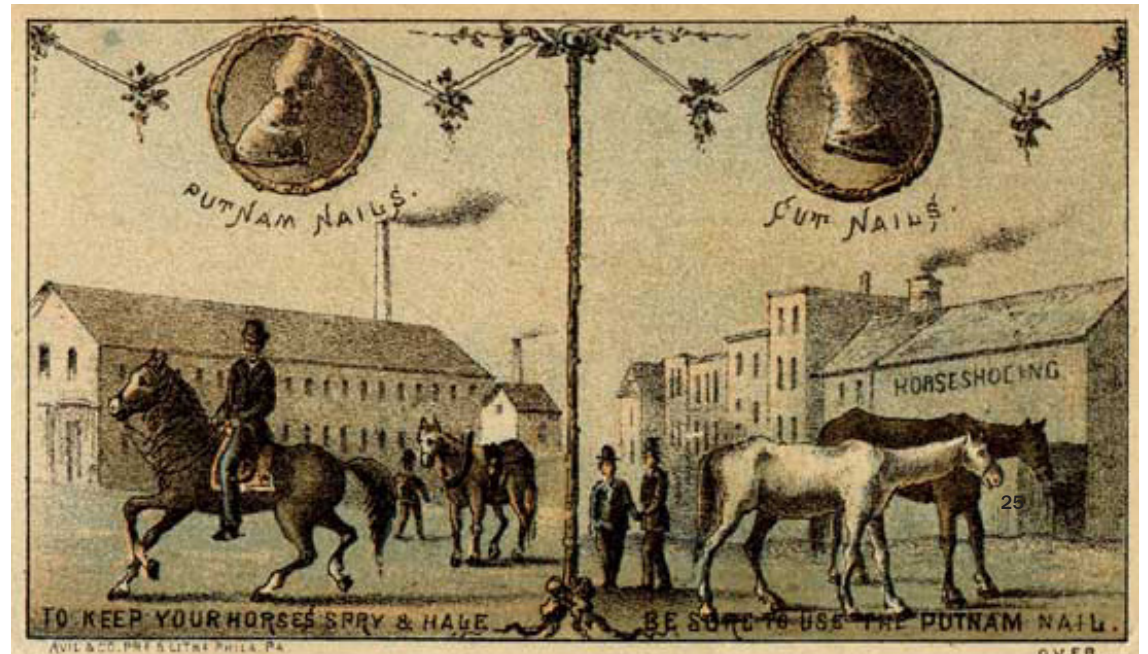
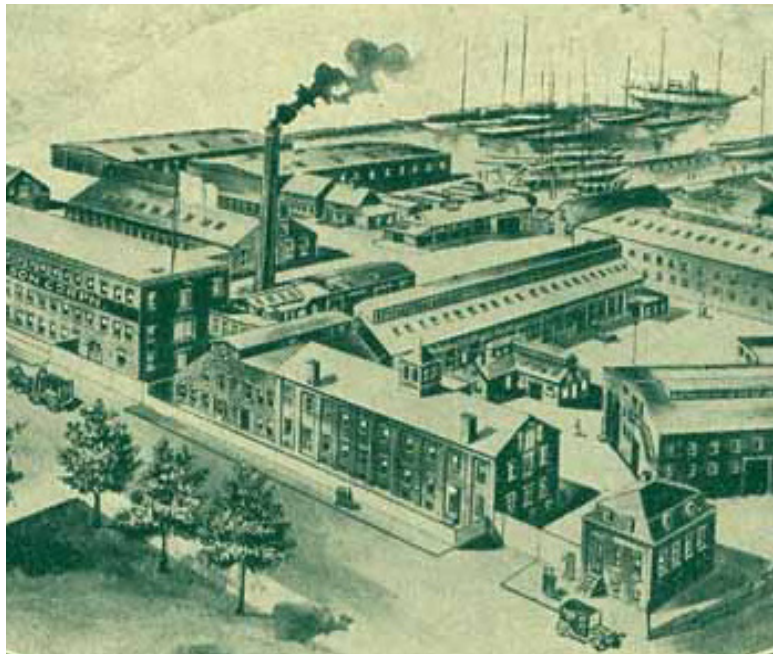
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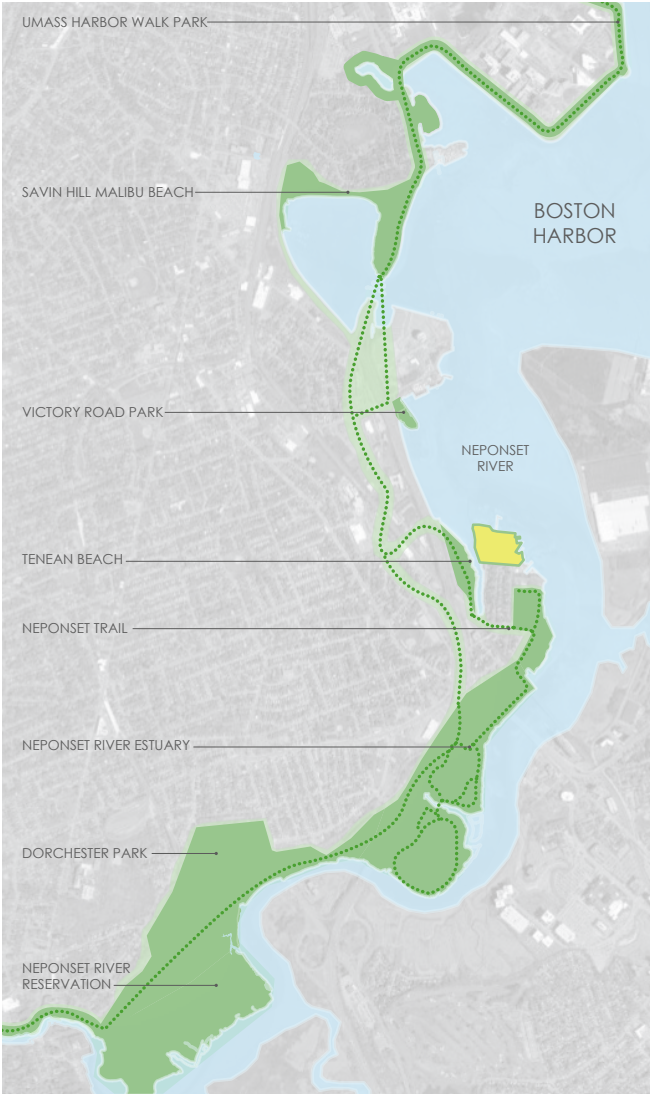
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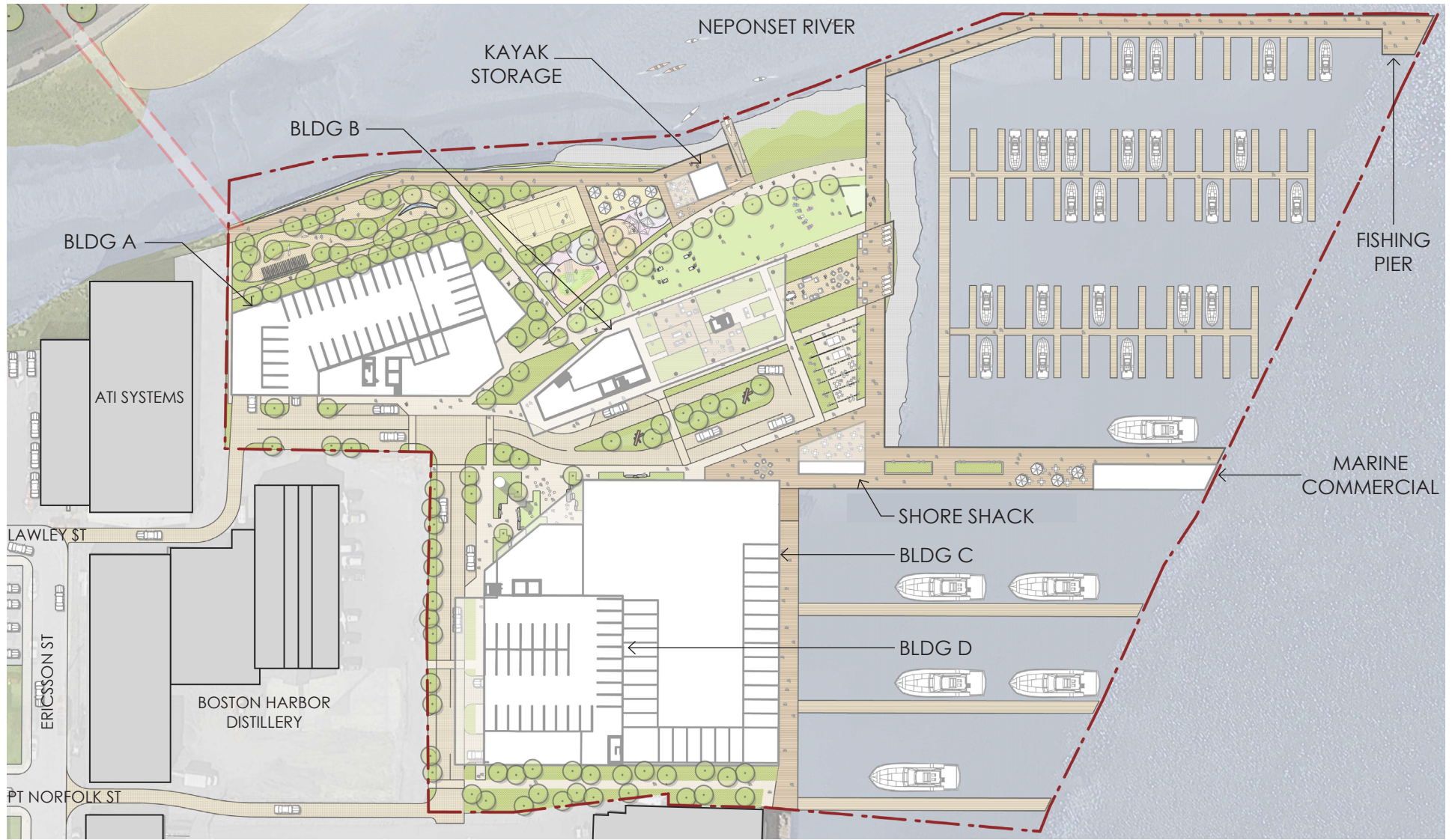


EXISTING SITE PHOTOS



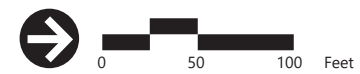
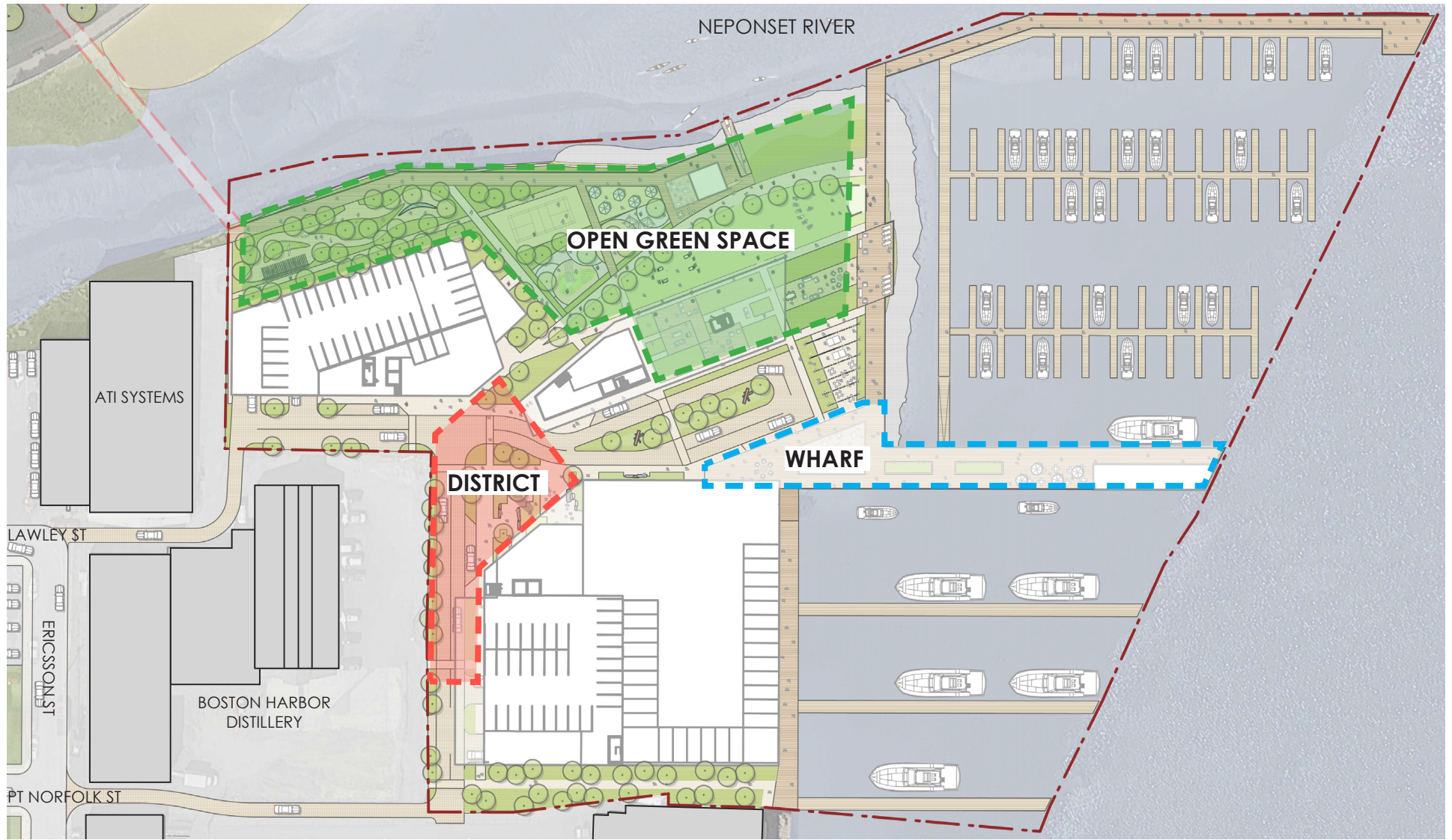
SITE HISTORY





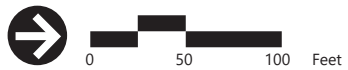
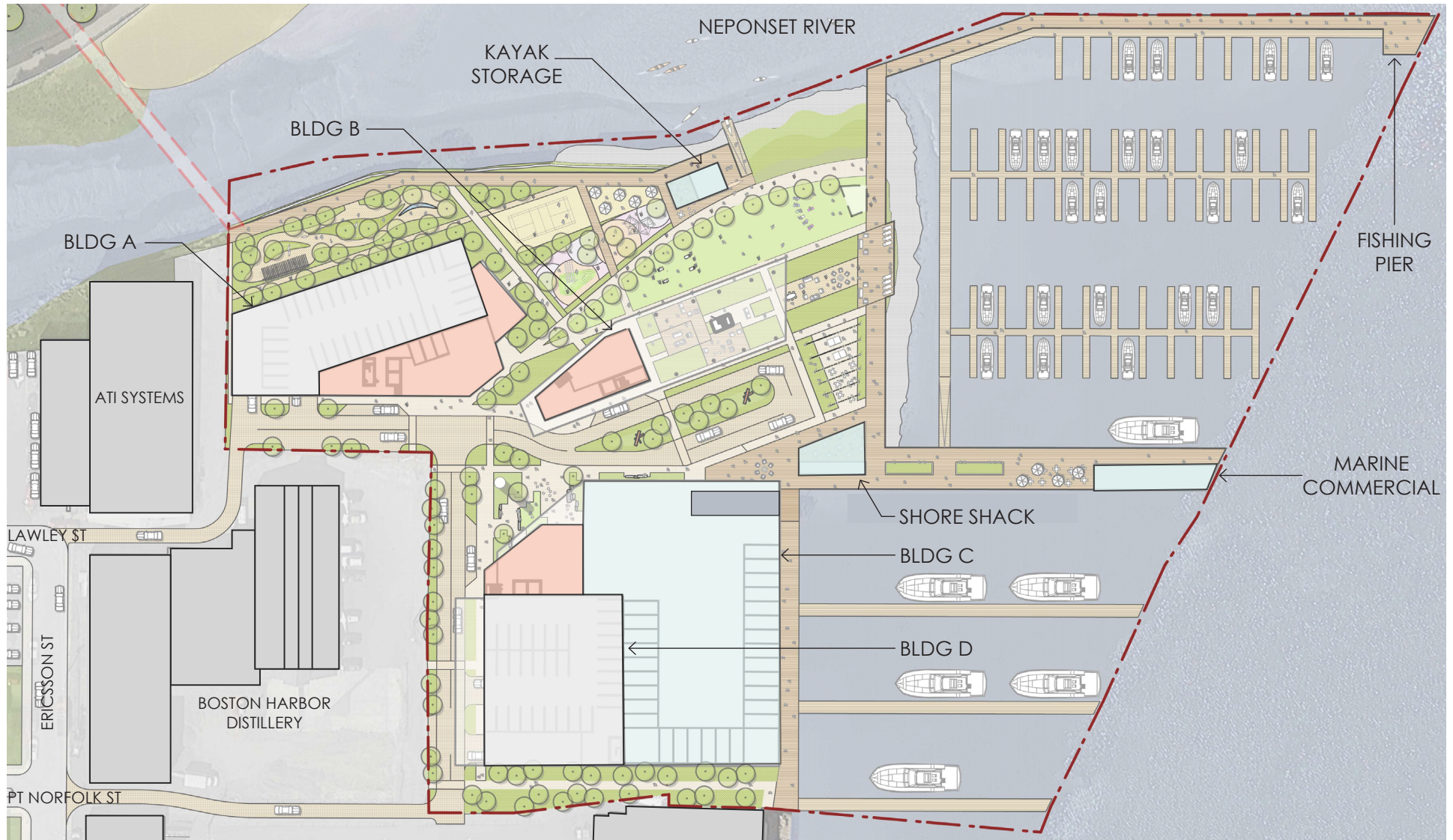
- Green Open Space
- Hardscape
- Boardwalk

GROUND FLOOR SITE PLAN



- Green Open Space
- Hardscape
- Boardwalk

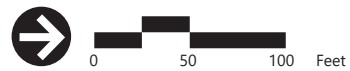
SITE PLANNING CONTEXT



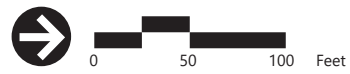
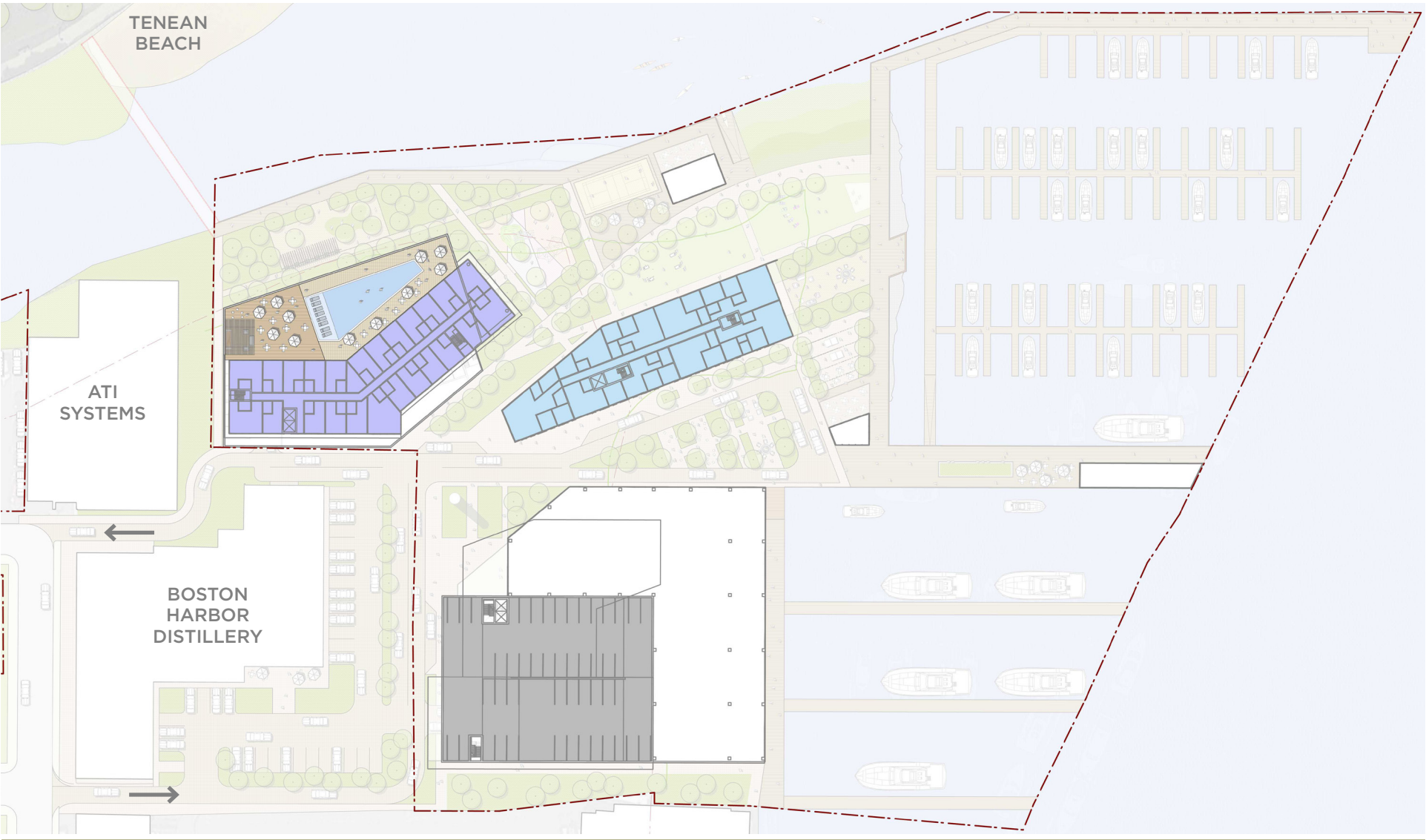
- Garage
- Lobby/Amenity
- Boathouse/Marina Support

FLOOR PLANS - GROUND LEVEL

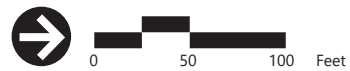
NEPONSET WHARF, BOSTON, MA



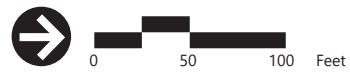
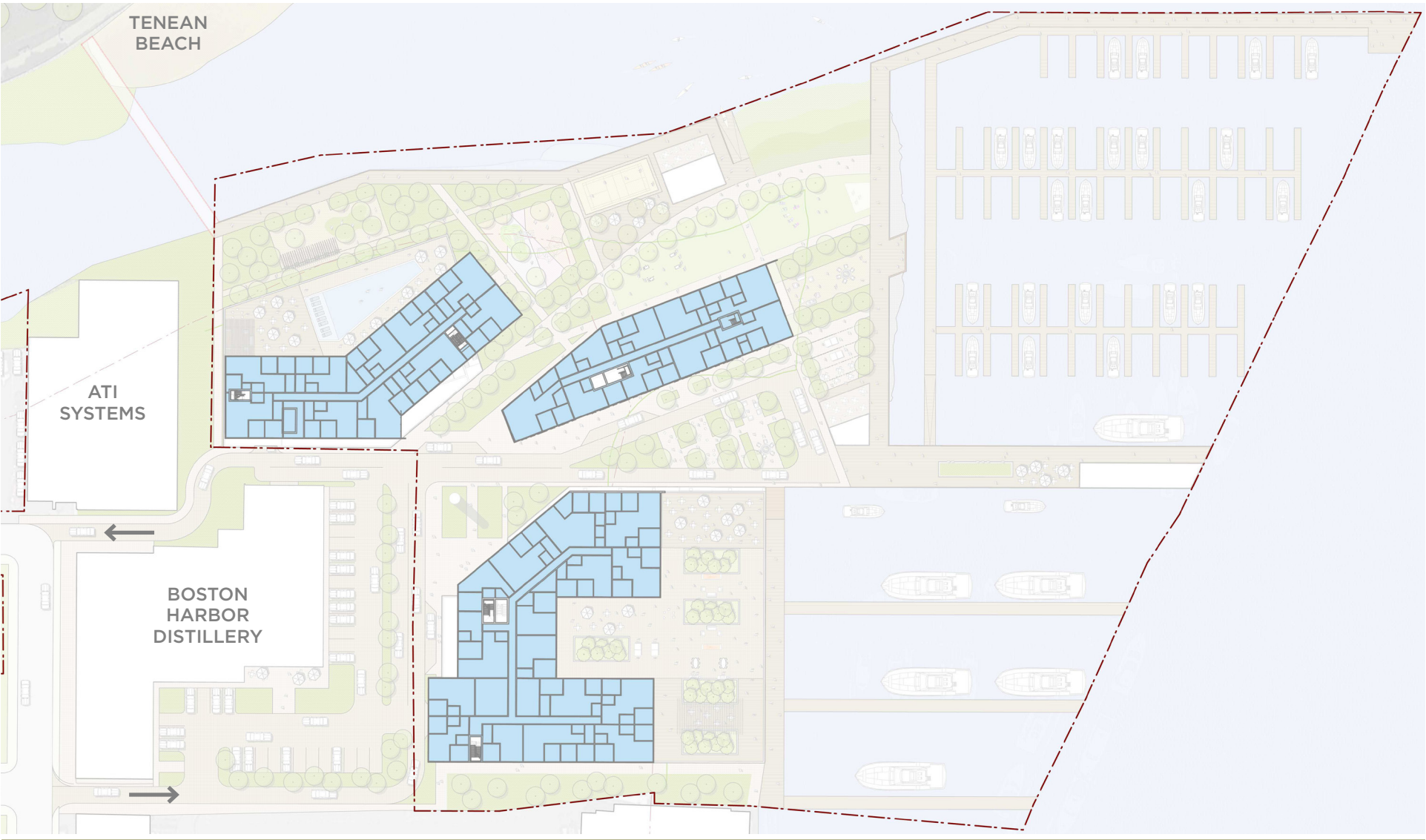
- Garage
- Boathouse
- Amenity



- Garage
- Residential
- Hotel

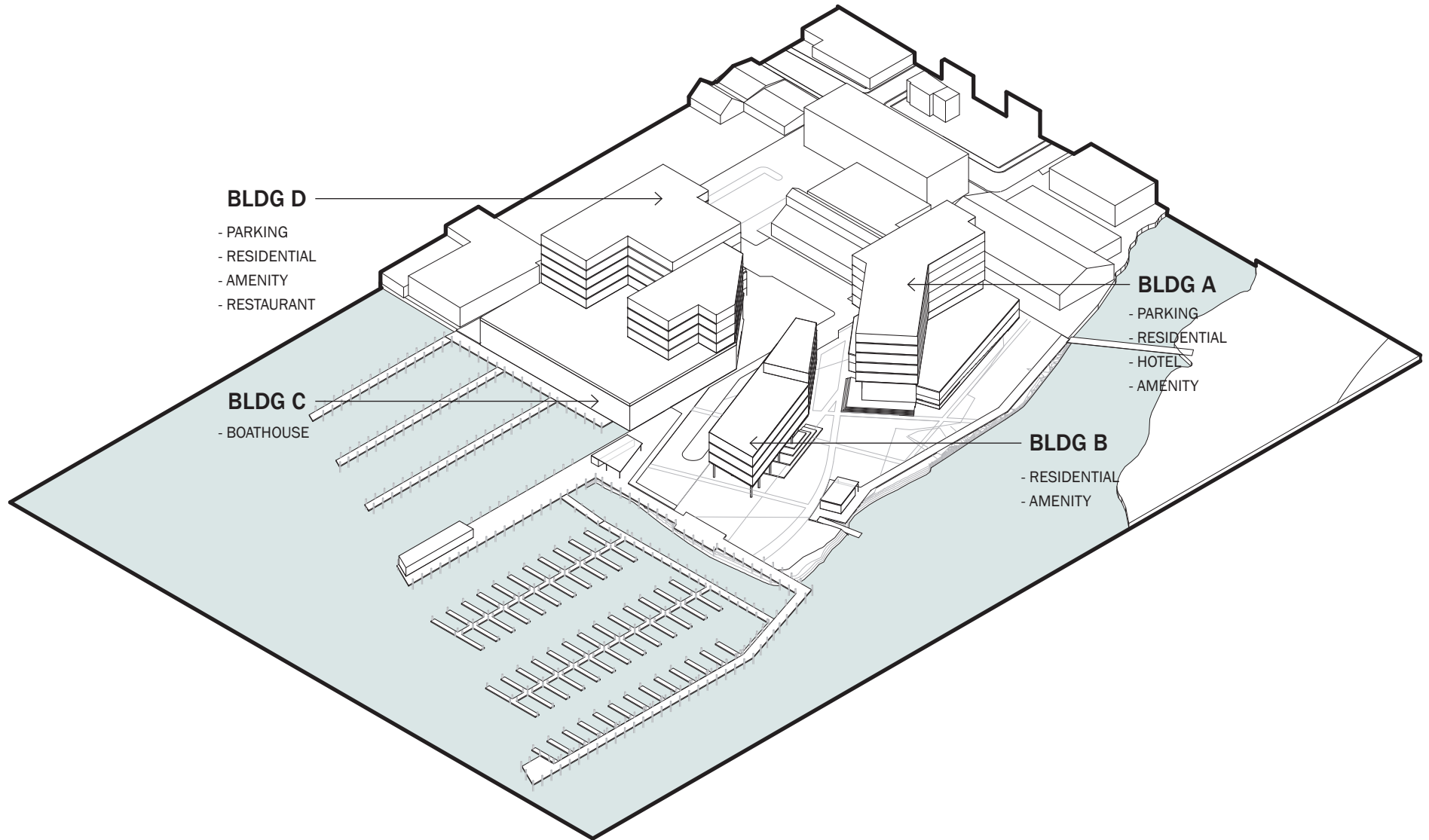


- Commercial
- Residential
- Hotel



- Commercial
- Residential
- Hotel

FLOOR PLANS - TYPICAL UPPER LEVEL



PRELIMINARY PROJECT MASSING

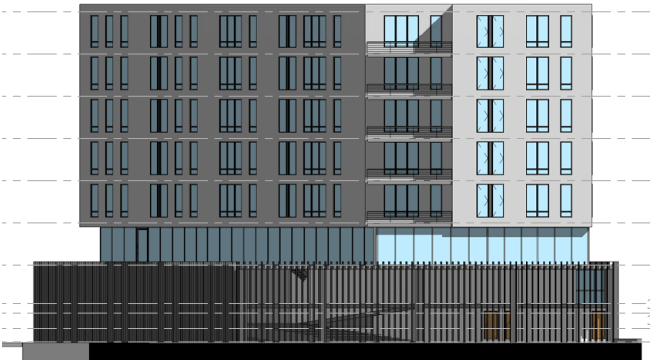
NEPONSET WHARF, BOSTON, MA



NORTH ELEVATION



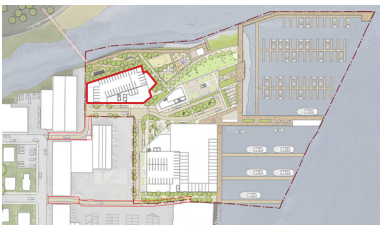
EAST ELEVATION

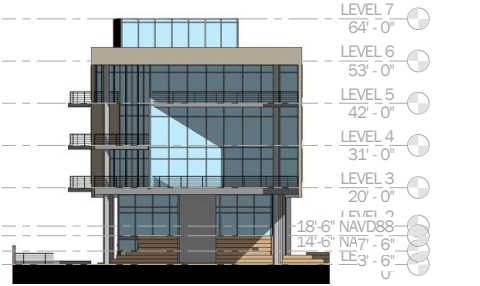


SOUTH ELEVATION



WEST ELEVATION





NORTH ELEVATION



EAST ELEVATION

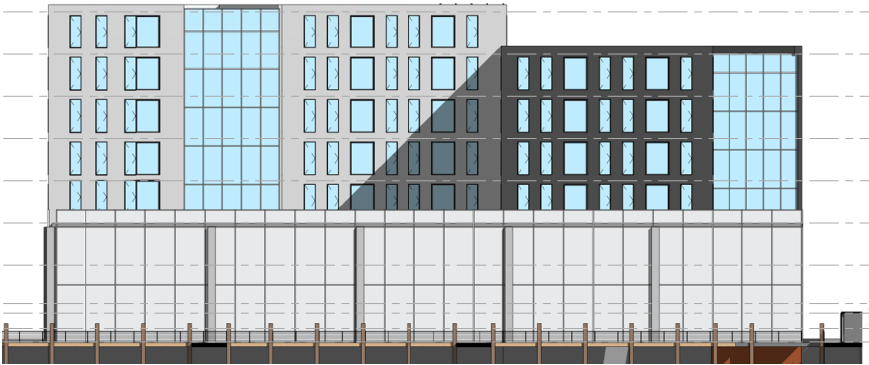


SOUTH ELEVATION



WEST ELEVATION

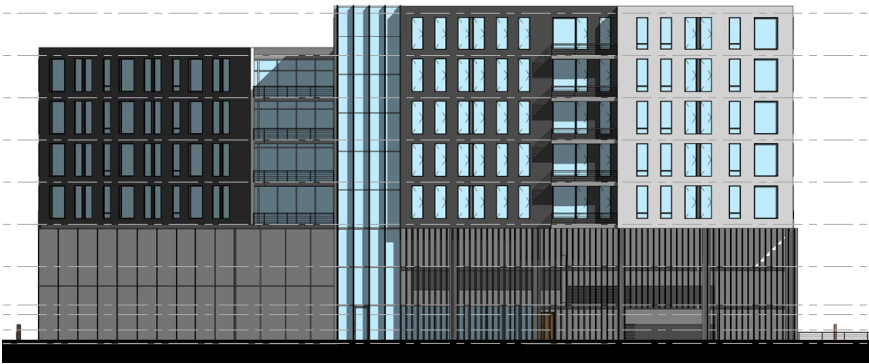




NORTH ELEVATION



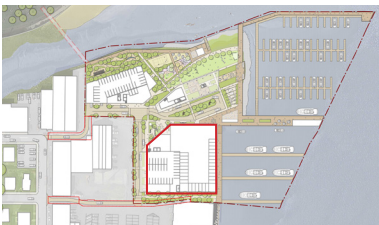
EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION





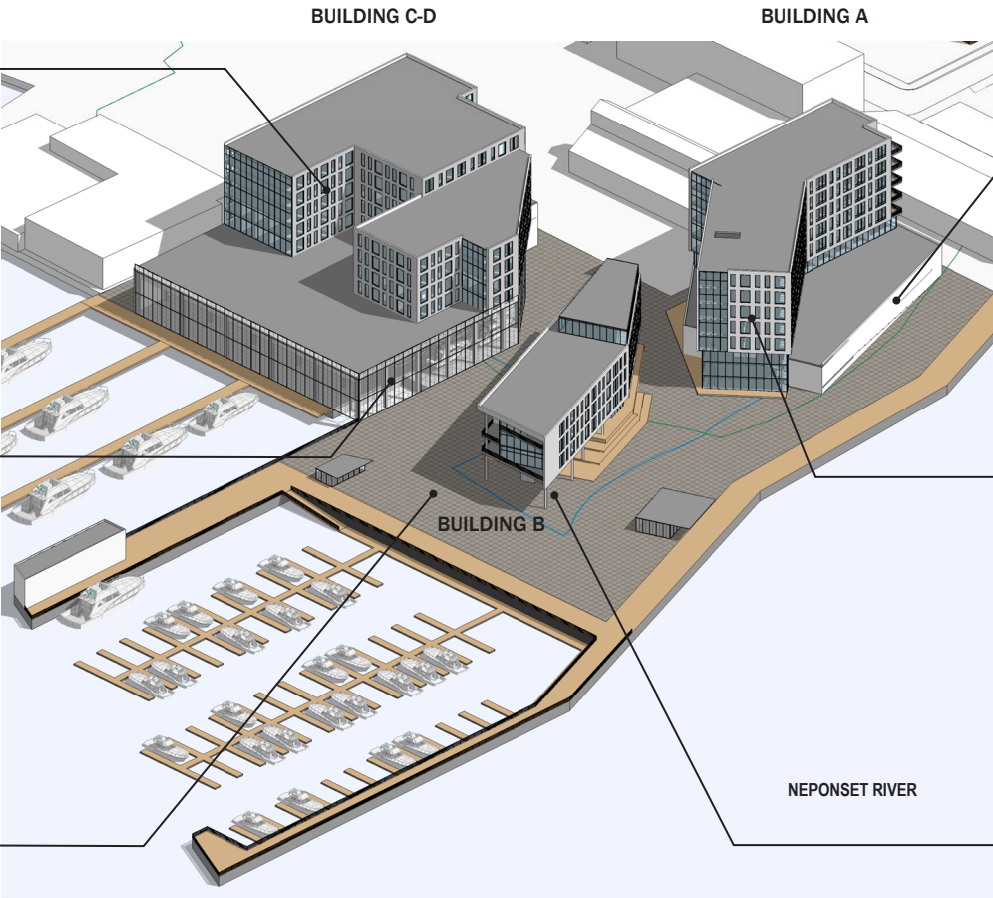
METAL PANEL



TRANSLUCENT POLYCARBONATE & METAL



GREEN OPEN SPACE



SLATTED SCREENING



METAL PANEL AND MASONRY



CONCRETE BATTERED PILES

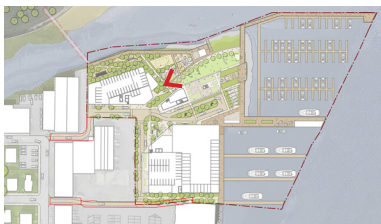


PROJECT RENDERING

RODE

NEPONSET WHARF, BOSTON, MA

Figure 2.6a



PROJECT RENDERING

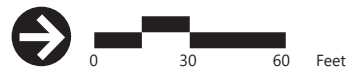
RODE

NEPONSET WHARF, BOSTON, MA

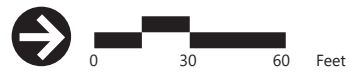
Figure 2.6b



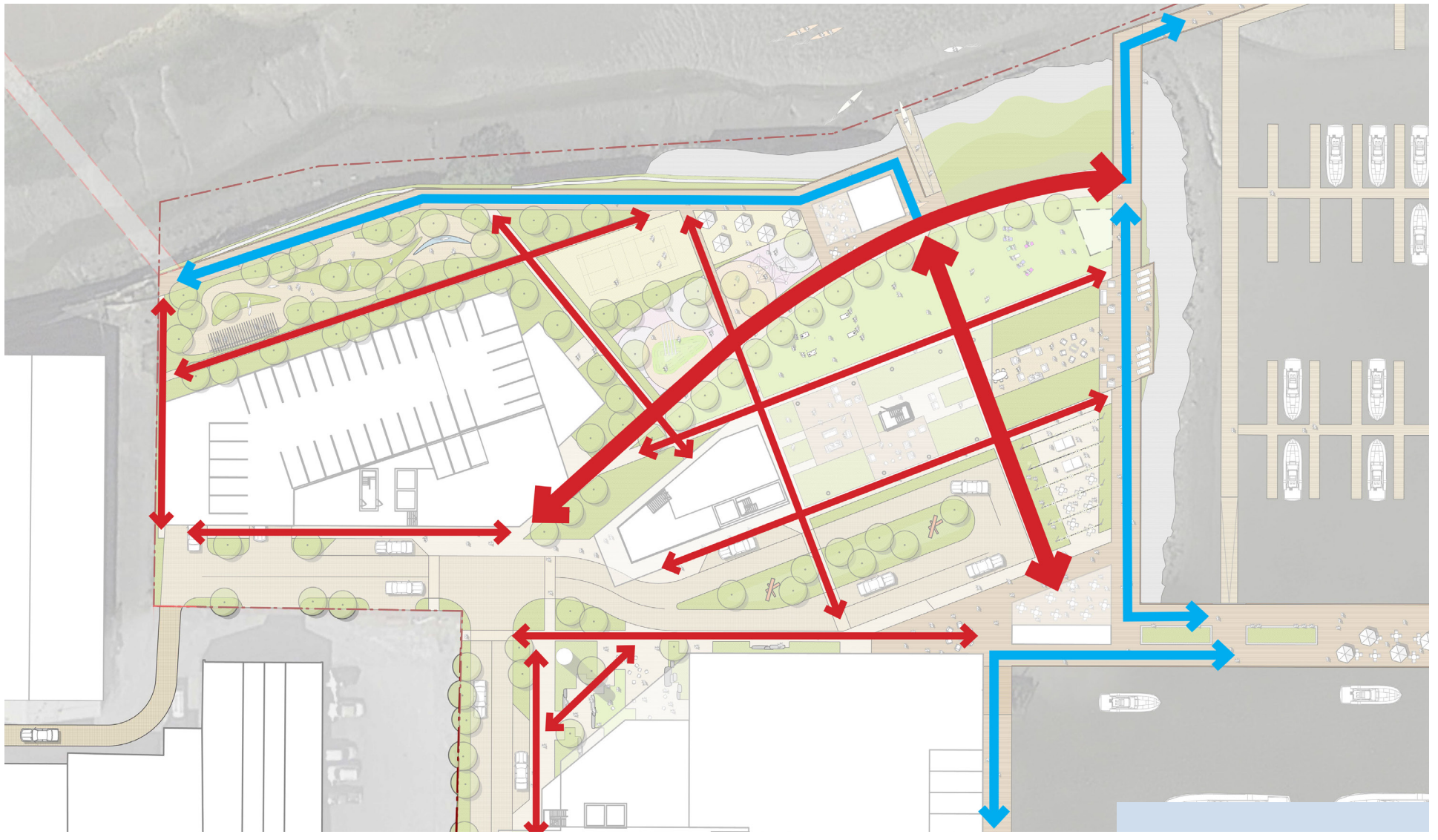
PROJECT RENDERING



- Green Open Space
- Hardscape
- Boardwalk



- Green Open Space
- Hardscape
- Boardwalk



Site Circulation

Harborwalk

PEDESTRIAN ACCESS AND CIRCULATION PLAN

RODE

NEPONSET WHARF, BOSTON, MA

Figure 2.9



LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: Neponset Wharf
Date: 23-May-17

Y ? N

1	Credit	Integrative Process	1
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7	3	6	Location and Transportation	16
		Credit	LEED for Neighborhood Development Location	16
1		Credit	Sensitive Land Protection	1
2		Credit	High Priority Site	2
2	2	1	Surrounding Density and Diverse Uses	5
	5	Credit	Access to Quality Transit	5
1		Credit	Bicycle Facilities	1
	1	Credit	Reduced Parking Footprint	1
1		Credit	Green Vehicles	1

1	5	4	Sustainable Sites	10
Y		Prereq	Construction Activity Pollution Prevention	Required
1		Credit	Site Assessment	1
	2	Credit	Site Development - Protect or Restore Habitat	2
	1	Credit	Open Space	1
	1	2	Rainwater Management	3
	2	Credit	Heat Island Reduction	2
	1	Credit	Light Pollution Reduction	1

9	2	0	Water Efficiency	11
Y		Prereq	Outdoor Water Use Reduction	Required
Y		Prereq	Indoor Water Use Reduction	Required
Y		Prereq	Building-Level Water Metering	Required
2		Credit	Outdoor Water Use Reduction	2
6		Credit	Indoor Water Use Reduction	6
	2	Credit	Cooling Tower Water Use	2
1		Credit	Water Metering	1

12	14	7	Energy and Atmosphere	33
Y		Prereq	Fundamental Commissioning and Verification	Required
Y		Prereq	Minimum Energy Performance	Required
Y		Prereq	Building-Level Energy Metering	Required
Y		Prereq	Fundamental Refrigerant Management	Required
4	2	Credit	Enhanced Commissioning	6
7	4	7	Optimize Energy Performance	18
	1	Credit	Advanced Energy Metering	1
	2	Credit	Demand Response	2
	3	Credit	Renewable Energy Production	3
	1	Credit	Enhanced Refrigerant Management	1
1	1	Credit	Green Power and Carbon Offsets	2

2	5	6	Materials and Resources	13
Y		Prereq	Storage and Collection of Recyclables	Required
Y		Prereq	Construction and Demolition Waste Management Planning	Required
	3	2	Building Life-Cycle Impact Reduction	5
	1	1	Building Product Disclosure and Optimization - Environmental Product Declarations	2
		2	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
	1	1	Building Product Disclosure and Optimization - Material Ingredients	2
2		Credit	Construction and Demolition Waste Management	2

7	8	1	Indoor Environmental Quality	16
Y		Prereq	Minimum Indoor Air Quality Performance	Required
Y		Prereq	Environmental Tobacco Smoke Control	Required
2		Credit	Enhanced Indoor Air Quality Strategies	2
	2	1	Low-Emitting Materials	3
1		Credit	Construction Indoor Air Quality Management Plan	1
1	1	Credit	Indoor Air Quality Assessment	2
	1	Credit	Thermal Comfort	1
1	1	Credit	Interior Lighting	2
	3	Credit	Daylight	3
1		Credit	Quality Views	1
	1	Credit	Acoustic Performance	1

5	1	0	Innovation	6
4	1	Credit	Education, Green Housekeeping, Modern Mobility, Integrated Pest, Modern and	5
1		Credit	LEED Accredited Professional	1

2	2	0	Regional Priority	4
1		Credit	Regional Priority: Indoor Water Use	1
1		Credit	Regional Priority: High Priority Site	1
	1	Credit	Regional Priority: Optimize Energy	1
	1	Credit	Regional Priority: Renewable	1

45	41	24	TOTALS	Possible Points: 110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110				

Source: Soden Sustainability Consulting



Figure 3.1
LEED Checklist

Neponset Wharf
Boston, Massachusetts