

SWNAS Development Plan Application:
Phase 1A

Submitted to the South Shore Tri-Town Development
Corporation
by LNR South Shore, LLC
July 2, 2007

REVISED as of August 15, 2007

The layout of buildings and streets indicated in the Development Plan application is a general indication of how the buildings will be arranged on the site. As per SSTDC regulations, final design of these elements will be included in the Site Plan application submittal, including minor modifications in building and street layout, as appropriate.

The general layout of streets in the Development Plan application conforms to the street types designated in Chapter 3, Section 4 of the SRRNASSW and is consistent with the approved Phase 1A subdivision plans dated April 6, 2007. The general layout of buildings conforms with all applicable provisions of the adopted Zoning By-Laws and the Regulations.

1. Preliminary site construction plans showing the tentative locations of proposed buildings, lot lines, blocks, streets, parking areas and open space, along with zoning district boundaries.

See attached "Proposed Plan" and "Preliminary Site Construction Plan—Zoning" Diagrams.

2. A proposed mix of uses, Building Forms and development program:

Building Form	Development Program
Townhouse 1 (TH1)	170 Units
Townhouse 2 (TH2)	55 Units
Apartments (A)	147 Units
Apartments with Commercial (AC)	128 Units
Office/Commercial (OC)	150,000 Square Feet

See attached "Proposed Development Program" Diagram.

At this time, all Apartments (A) and Apartments with Commercial (AC) are planned as for-sale condominiums. Depending on the strength of the condominium market as Phase 1A moves forward, it is possible that some of these A and AC units may become rental units.

There are no dedicated senior housing units planned in Phase 1A.

3. Tables showing total land area and wetlands and compliance with applicable dimensional and parking requirements:

Parcel	Developable Area (ac)	Wetlands (ac)	Total Area (ac)
R1	1.90		1.90
R2	4.37		4.37
R3	5.15		5.15
R4	NOT INCLUDED IN PHASE 1A		
R5	NOT INCLUDED IN PHASE 1A		
R6	5.36		5.36
R7	4.80		4.80
R8	1.71		1.71

R9	3.66		3.66
C1	5.00		5.00
C2	4.94	0.06	5.00
Streets	7.47		7.47
Open Space	1.68		1.68

Each Building Form will comply with the following dimensions and parking requirements set forth in the Zoning and Land Use bylaws for NAS South Weymouth as indicated on the attached Building Forms Table

4. An analysis of the circulation system and its consistency with any Applicable Street Plan approved by the Corporation pursuant to the Subdivision Regulations.

See attached "Circulation Plan" and "Street Type" Diagrams.

The main ingress/egress to the Phase 1A development will be provided by the redeveloped Shea Drive at Massachusetts Route 18. In all, the roadway improvements for Shea Drive occurring in conjunction with Phase 1A cover a length of roughly 2,640 feet and create a 74' Right-of-Way, which complies with the section set forth in the SRRNASSW, Figure 4-3. These improvements include two, 13' vehicular lanes and two, 6' bicycle lanes traveling in opposing directions. Additionally, in this phase of construction, pedestrian travel is provided by a single 6' wide sidewalk to the south of the road. Transportation infrastructure and circulation system design complies with Chapter 3, Section 4 of the SRRNASSW and is consistent with the approved Phase 1A definitive subdivision plans dated April 6, 2007.

Access to Shea Drive from the proposed North Village will be provided by Memorial Grove Avenue, which is proposed to be approximately 4150' in length and is defined as an "Access Road" by the SRRNASSW (see SRRNASSW Figure 4-9). Memorial Grove has a 56' of Right-of-Way with 5' sidewalks, 11' vehicular travel lanes and 6' bicycle lanes traveling in opposing directions on each side of the road. This route terminates at Parkview Street, a two-lane roadway initially divided by an 80' wide green space area before merging into a 56' access road connecting to the existing Trotter Road. Via this intersection, Trotter Road provides secondary emergency access to the properties of the North Village. Additional access to Parkview Street is provided by two 45' wide narrow neighborhood streets intersecting at a perpendicular angle (see SRRNASSW Figure 4-14). These roads connect Parkview Street to an additional 45' narrow neighborhood street along the western limits of the North Village and additionally to a 52' standard neighborhood street along the eastern parcels of the North Village (see SRRNASSW Figure 4-13). The internal access and parking facilities for the individual parcels contained in the Phase 1A development will be the responsibility of the developer of each individual parcel. Access drives will follow the guidelines provided in Chapter 3, Section 4(N) of the SRRNASSW.

Using this infrastructure to access the site, traffic will enter from Route 18 onto Shea Drive and travel down to Memorial Grove, where access to commercial parcels C1 and C2 has been provided. Continuation down Memorial Grove will lead to the intersection with Parkview Street, the main neighborhood street providing access to residential parcels R1 thru R3 and R6 thru R9, through a combination of narrow neighborhood streets and frontage along Parkview Street. Users of the commercial and residential parcels will use private drives for access, which will be provided by the future site developer of each parcel.

Traffic Analysis

Ultimate build-out of the Phase 1A residential area will require an internal, secondary street network that will provide access to the primary streets, Memorial Grove Avenue and Parkview Street. Secondary streets will consist of 52' Standard Neighborhood Streets, 45' Narrow Neighborhood Streets, and 25' Neighborhood Alleys. The current secondary street layout considers the potential traffic movements of this area and how the total number of vehicle trips from Phase 1A will be distributed across the secondary streets. The layout also considers how vehicle trips from the future parcel development north of Phase 1A and the build-out of Phase 1B would impact the secondary streets since these future developments will travel through the Phase 1A development area

Average daily traffic (ADT) volumes, or vehicle trips, for the residential development area were calculated using ITE Trip Generation software which determines traffic volumes based on the type and quantity of development units. These volumes were then distributed across the secondary streets to ensure the proposed street sections provided adequate capacity. Each proposed secondary street section was evaluated using the Transportation Research Board Highway Capacity Manual to determine the available capacity of the street section. This capacity was then compared to the anticipated ADT of each street, which verified the street sections were adequate.

For the Phase 1A residential area, the total calculated ADT is approximately 6,400 vehicle trips per day (vpd). Phase 1B and the future development north of Phase 1A generate a total of approximately 2,200 vpd. Therefore the total traffic volume distributed across the secondary street network for Phase 1A is approximately 8,600 vpd. These numbers are considered a conservative estimate since they do not take into account alternate travel methods such as public transit, bicycling, or walking which will reduce the total ADT. The largest producer of vehicle trips in Phase 1A is the Apartments with Commercial Use. These particular units are located on the south side of the Development and have direct access to a high capacity street, Memorial Grove Avenue, as well as a Narrow Neighborhood Street and Neighborhood Alley.

This is a general review of the Phase 1A secondary street layout, based on the Current Development Plan, and the approximate number of internal vehicle trips within this specific area. This preliminary review is not intended to be a detailed traffic model or report illustrating all possible traffic movements and volumes across the Development or volumes entering and leaving the Base area. Individual developers will be responsible to ensure that the final secondary street layout for their respective parcel provides adequate access and capacity to serve each development unit.

5. An analysis of transportation, utility, drainage, and other required infrastructure systems and their consistency with applicable Infrastructure and Utility Plans approved by the Corporation pursuant to the Subdivision Regulations.

See attached "Site Infrastructure" Diagram.

Infrastructure utilities include transportation facilities, stormwater runoff conveyance and treatment, sanitary sewer conveyance and treatment, potable water service, irrigation, and various franchise utilities such as gas, power, and cable. All master utilities, whether private or public, have been designed according to the specifications and guidelines contained within the SRRNASSW and the regulations of the applicable governing authorities of the Commonwealth of Massachusetts.

Stormwater Infrastructure

The SRRNASSW requires controlled conveyance and treatment of stormwater runoff from the proposed North Village parcels. The stormwater conveyance system proposed to capture and distribute runoff from portions of certain parcels to the designated stormwater treatment facilities will mainly utilize underground pipe networks. The Phase 1A public improvements include underground reinforced concrete pipe stubs to each parcel so private developers can utilize the main system for stormwater conveyance of at least a portion of the property. Stormwater infrastructure complies with Chapter 3, Section 1 of the SRRNASSW and is consistent with the approved Phase 1A definitive subdivision plans dated April 6, 2007.

The stubs and downstream storm systems have been designed to handle a limited amount of flow. Phase 1A water quality engineering was approached from the standpoint that the runoff from impervious surfaces should be treated before discharging into wetlands. Therefore, the developers of the individual parcels will provide documentation and calculations that demonstrate that either the flow entering the system is less than the amount master planned for the particular parcel in question or that the flow entering the Phase 1A improvements does not cause negative impacts to the downstream storm system. Furthermore, if additional flows are to enter the system, it must be shown that the receiving retention pond is properly sized to both adequately contain and treat the new flow amount. The "East Retention Basin" will retain storm water runoff for the Memorial Grove Avenue right-of-way and a portion of the adjacent future commercial development, and the "West Retention Basin" will retain storm water runoff from the Parkview Street right-of-way and a portion of the adjacent future residential development. The developer of each individual parcel of the SouthField North Village will be responsible to ensure that all runoff entering fringe wetlands, receiving channels, or otherwise exiting the parcel has been properly conveyed and treated before leaving the overall SouthField development.

Water Service Infrastructure

Water service for the Phase 1A parcels is provided by an underground water main along Memorial Grove Avenue and Parkview Street. The main begins as a 16" PVC conduit where it connects via a combination meter to the existing Town of Weymouth 12" water main along Shea Drive. Before the intersection of Parkview Street and Memorial Grove Avenue, the water main reduces to a 12" PVC underground pipe and continues until the pipe is looped and stubbed at the north end of Parkview Street. This main will initially be fed by potable water provided by the Town of Weymouth during the early phases of construction and occupancy of the North Village Parcels. It is anticipated that future phases of construction will include the construction a 1.15 million gallon ground storage tank and a 250,000 gallon elevated storage tank with a hydraulic pump facility. It is anticipated that these tanks will be fed by a new MWRA water main independent of the

Weymouth system. Upon completion of these tanks and new water main, Weymouth water service to the North Village will be terminated and potable water from the newly constructed tanks will feed the water main. Water service infrastructure complies with Chapter 3, Section 1 of the SRRNASSW and is consistent with the approved Phase 1A definitive subdivision plans dated April 6, 2007.

The developers for the individual parcels will be responsible for the supply of private fire and domestic water services and metering for each individual site. To aid in this supply, 8" PVC water service laterals have been provided to each parcel at various locations along the water main. Although it is anticipated that 8" PVC supply laterals should provide sufficient service to the parcels for peak fire and domestic demands, the individual developers will be responsible to provide documentation demonstrating the adequacy of their onsite water system for their development.

Sanitary Sewer Infrastructure

Phase 1A includes the construction of a 10" combination PVC and DIP gravity sanitary sewer main and a 6" PVC sanitary force main in conjunction with a sanitary pump station. The sanitary sewer master plan for SouthField requires Pump Station #1 to temporarily discharge sewage from the first phase of development (Phase 1A) to the existing Weymouth public sewer system. A temporary connection will be made into the existing force main that carries the existing Navy sewer demand. The proposed temporary force main will manifold into this existing line, which then outfalls into Weymouth's system at Buchanan Lane. It is anticipated that in the future, a Wastewater Treatment Plant (WWTP) will be constructed to serve SouthField and Phase 1A. Upon completion of the WWTP, the force main will be redirected to discharge sewage from PS-1 to the WWTP, removing the Phase 1A sanitary flows from the Weymouth system. Sanitary sewer infrastructure complies with Chapter 3 Section 2 of the SRRNASSW and is consistent with the approved Phase 1A definitive subdivision plans dated April 6, 2007.

It is expected that the proposed parcels will utilize the Phase 1A gravity sanitary sewer infrastructure. To serve the parcels, several 8" PVC gravity sanitary laterals have been provided at various locations along the gravity sanitary sewer mains along Memorial Grove Avenue and Parkview Street. Based on the above stated Development Program, the provided sanitary laterals will be sufficient to provide service to the parcels. The individual developers will be responsible to ensure that onsite sanitary sewer conveyance systems are adequate for the sanitary flows anticipated for their development.

Emergency Egress/Ingress

The applicant agrees to provide an emergency access route at Trotter Road, prior to the start of Phase 1A vertical construction, with an unobstructed paved path and appropriate signage at both ends of the route. Access to the route will be limited to emergency personnel only and will be controlled by the existing gate and a proposed Knox Box with Master Key located directly adjacent to the gate. The applicant agrees to coordinate with MBTA to determine if a train signal/notification system is required at the existing rail crossing.

6. Evidence of compliance with the applicable provisions of the Regulations, including, without limitation, the Architectural and Urban Design Standards and Sustainable Design Standards and, for any Development Plan involving a residential uses, the Affordable and Workforce Housing Requirements.

Architectural and Urban Design Standards

The proposed Building Forms and layout conform to the following mandatory requirements in the Architectural and Urban Design Standards:

ARTICLE II – GENERAL PROVISIONS APPLICABLE TO ALL BUILDINGS

2.2.1 Principal Façade

All buildings shall have a principal façade and entry (with operable doors) facing a street or open space. Buildings may have more than one principal façade and/or entry.

All buildings will have a principal façade and entry (with operable doors) facing a street or open space.

2.2.3 Orientation of Buildings

Loading docks, service areas and trash disposal facilities shall not face open space or a street.

Commercial building loading docks, service areas, and trash disposal facilities will not face open space or a street.

2.3.2 Building Walls

1. Blank walls adjacent to streets or open spaces shall not be permitted; provided however that Large Footprint Buildings for Indoor Commercial Recreation, General or Indoor Commercial Recreation, Concentrated uses and buildings in the Shea Village Commercial District may have a blank wall adjacent to a street or open space.

There will be no blank walls facing streets or open spaces outside of the Shea Village Commercial District.

2. Where more than one material is used, traditionally heavier materials (stone, brick, concrete with stucco, etc.) shall be located below lighter materials (wood, fiber cement board, siding, etc). The change in material shall occur along a horizontal line, preferably at the floor level.

Not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted.

3. Where side façades are built of a different material than the front façade, the front façade material shall extend around the corner and along the side façade for a minimum of 18 inches.

Not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted.

2.3.6 Minimum Brick and Stone Detailing (except in the Shea Village Commercial District)

Not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted.

2.4.1 Colonnades/Arcades

Not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted.

ARTICLE III – SPECIFIC PROVISIONS APPLICABLE TO RESIDENTIAL BUILDINGS

3.2.1 Residential Variety along a Street
Adjacent buildings shall be visually distinct from each other.

Building forms will be varied along streets.

3.2.2 Common Open Space

1. Rear yards facing common open space shall not be permitted.

Rear yards do not face common open space.

2. Common open spaces shall be a minimum of 20 feet wide.

Common open spaces shall be more than 20' wide.

The following mandatory regulations are not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted:

- 3.2.3 Garden Walls, Fences and Hedges
- 3.3.2 Entries
- 3.3.4 Stoops
- 3.3.5 Windows, Skylights, and Doors
- 3.3.6 Roof Forms

ARTICLE IV – SPECIFIC PROVISIONS APPLICABLE TO RETAIL BUILDINGS

The following mandatory regulations are not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted:

- 4.2.2. Create Variety along Street
- 4.3.1 Building Walls
- 4.3.2 Windows
- 4.3.3 Projecting Elements
- 4.3.4 General Service Establishments

ARTICLE V – SPECIFIC PROVISIONS APPLICABLE TO OFFICE AND COMMERCIAL BUILDINGS

The following mandatory regulations are not applicable for Development Plan application— compliance will be demonstrated when Site Plan review applications are submitted:

- 5.2.2 Create variety along the street
- 5.3.2 Windows

ARTICLE VI—SPECIFIC PROVISIONS APPLICABLE TO BIOPHARMACEUTICAL MANUFACTURING AND LIGHT INDUSTRIAL BUILDINGS

There are no Biopharmaceutical Manufacturing or Light Industrial Buildings included in Phase 1A.

ARTICLE VII - PARKING

7.3 Dimensions

1. The following parking space dimensions and provisions shall apply:
 - a. Head-in or diagonal parking spaces: 9 feet by 18 feet.
 - b. Parallel parking spaces: 7 feet by 20 feet minimum.
 - c. Drive aisles in parking lots: 24 feet wide for two-way circulation and to provide adequate backup space for 90 degree head-in parking.

All surface parking lots comply with the parking space dimension requirements.

2. Landscaping shall be provided in accordance with the provisions of the Subdivision Rules and Regulations for NAS South Weymouth pertaining to landscaping in parking areas.

Not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted.

7.4 Parking

1. If no alley exists, then residential garage doors shall be positioned no closer to streets or open space than 20 feet behind the principal plane of the building frontage.
2. Two-car garages with one single door shall not be used, except on alleys.
3. Garage doors shall not exceed 10 feet in width and the driveway shall be a maximum of 10 feet wide in front of the principal plane of the building.
4. Garages facing open space or a street are limited to one car width.
5. Where space permits, garage doors shall face the side or the rear, not the front of a building.
6. Circular driveways are prohibited, except they may be used for civic buildings.

All garages and driveways in Phase 1A will be accessed from rear alleys and will comply with the above requirements.

7.5 Off-Street surface parking lots

1. On Main Street in the Village Center District, parking lots shall be located behind buildings, such that buildings separate parking areas from Main Street. Outside of the Village Center District, parking lots shall be located behind or to the side of buildings, such that buildings or landscaping separate parking areas from the street. Off-street parking areas shall be set back a minimum of 10 feet from property lines along rights-of-way, excluding alleys. Out buildings serving as

- garages facing alleys shall be permitted within this setback.
2. Ground level parking facing streets or open spaces shall be screened from the sidewalk and the open space. Screening may include buildings and/or landscaping.
 3. The minimum width for a landscaping area to screen parking shall be 5 feet

Surface parking in the VCD is located behind buildings, separated from the street by a minimum of 10 feet and will be screened from the sidewalk.

7.6 Structured parking

1. Parking structures shall conceal views of parked autos from streets and open spaces.
2. Ground level parking facing streets or open spaces shall be screened from the sidewalk and open spaces. Screening may include buildings and/or landscaping.
3. The minimum width for a landscaping area to screen parking shall be 5 feet.
4. The minimum depth for buildings used to screen parking shall be 20 feet.

There are no proposed parking structures in this Development Plan Application.

ARTICLE IX – SIGNAGE

Not applicable for Development Plan application—compliance will be demonstrated when Site Plan review applications are submitted.

Sustainable Design Standards

The proposed Building Forms and layout conform to the following mandatory requirements in the Sustainability Standards and Guidelines:

ARTICLE 2—SUSTAINABLE SITE PLANNING

2.2 Multi-modal Transportation Opportunities

Applicants shall commit to participating in any existing or planned transportation management association and providing support for transit and shared vehicle use.

Applicant commits to participating in the planned transportation management association and providing support for transit and shared vehicle use.

2.3 Parking Demand Management

For parking lots associated with non-residential development (office, light industrial or biopharmaceutical manufacturing), applicants shall designate at least five percent (5%) of all parking spaces as Preferred Parking that are reserved for carpools or car sharing service.

Applicant will designate at least 5% of all parking lots associated with non-residential development as Preferred Parking reserved for carpools or car sharing services.

2.4 Pedestrian and Bicycling Facilities

1. Pedestrian facilities (sidewalks and trails) and bicycle facilities (including bicycle lanes) shall be provided as required by Article III of the Subdivision Regulations.

Pedestrian facilities (sidewalks and trails) and bicycle facilities (including bicycle lanes) are provided as required by Article III of the SRRNASSW.

2. Buildings with office uses shall provide bicycle racks for five percent (5%) of all "Full-Time Equivalent" building occupants; multi-family residential buildings shall provide covered bicycle storage facilities such that fifteen percent (15%) of all bedrooms can store one (1) bicycle.

