

The Sanctuary on East – Walpole, MA Revised Development Program

Based on a variety of site constraints, constructability concerns and other programmatic considerations, the development program at the Sanctuary on East has been reimagined and enhanced in a way that has addressed many of its shortcomings while maintaining and improving upon those key requests communicated to us by various municipal and elected officials. We look forward to “re-introducing” this development and continuing our ongoing collaboration with the City of Walpole prior to the formal filing of the Comprehensive Permit Application.

What did not change?

1. **Unit count and mix** 142 Dwelling Units
 2. **Parking Count** 171 Parking Spaces
 3. **Exterior Materials** Fiber cement siding and exterior materials of varying color and exposure
 4. **Landscape** Draught tolerant plantings and overall connectivity and engagement to East Street and the public realm
 5. **Energy Conservation** Low flow fixtures, Energy Star lighting & Appliances, LOW/NO VOC
 6. **East Street Program** Fitness Center, Offices, Mail/Package, Entry, Internet Café/Co Work, Ride Share
 7. **Public Access** Co-Work Space/Internet Café available for public use
 8. **Storm Water** The Project Proposes a new stormwater management system that will be designed to meet all applicable State regulations and many local standards. Best Management Practices will be incorporated to improve post-development conditions compared to existing site conditions.
9. **Previous City Requests**
- a. Reduced unit count from 148 – 142.
 - b. Reoriented the building to provide public parks and diminish the building height.
 - c. Relocated first floor to grade level for East Street connectivity.
 - d. Added dedicated off-street loading zone to facilitate more efficient move ins and trash removal.
 - e. Added stair access to the roof and additional fall protection at the request of the Fire Department.
 - f. Added fencing as needed along the train tracks.
 - g. Enlarged “roundings” at the property entry and ensured that trees do not encroach on FD access.
 - h. Relocated EV chargers to the building exterior.
 - i. Improved snow storage capacity and locations.

What Did Change

- A. **Car Stackers – All** car stackers have been removed from the project. The previous design called for 72.5% of its parked cars to be in stacker arrays We are responding to municipal comments about fire protection concerns, possible operational challenges and the overall tenant experience. With the acquisition of an adjacent parcel, we are providing more surface spaces in place of the car stackers.
- B. **Fire Department access to the building –** The new design now provides Fire Truck Access around all sides of the building (360 degrees) and does NOT require the Fire Truck to do a T-turnaround or any other unusual movements.
- C. **Train tracks -** The new design moves the building away from the train tracks to improve the overall tenant experience as well as improving Fire Department access. The previous plan had a five-foot setback while the new design now is at least 65 feet.
- D. **Connectivity to adjacent parcels –** The new design provides for a public access walk along the property as requested by the Town.
- E. **Public realm –** The amount of well-lit street scape and public “pockets” has increased along East Street.

- F. **East Street Setback** – We have increased the minimum building setback from East Street from 0 feet to 6'-7" minimum to provide for an improved public realm experience and to limit disruption on East Street.
- G. **Building Height** – The building has increased in height by 39" as result of the building foundation necessarily being raised several feet due to a unexpectedly high water table and other soil conditions. While one residential floor was added to maintain the proposed density, reductions on the floor to floor heights at both the garage level and the ground floor level minimized the overall height increase. Moving and shrinking the building footprint facilitated most of the enhancements identified in this summary.
- H. **Utilities/Sewer Easement** – The new program allows for both drainage and sewer to be routed around the building whereas the prior design did not. We will be requiring two new easements which will contain the new infrastructure.
- I. **Constructability** – Due to the proximity to the property boundaries, the previous plan would have required easements from adjacent property owners, including the MBTA, in order to construct the building. The new program requires no such easements, and allows for necessary excavation depths to occur without potential impact on abutting properties.