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CAPE COD COMMISSION

DEVELOPMENT OF REGIONAL IMPACT DECISION

DATE:	March 5, 2026
PROJECT:	26 Shank Painter Rd Housing (Cape Cod Commission File No. 25017)
APPLICANT:	Ecotekture Salient Partners, LLC c/o Eliza Cox, Esq. P.O. Box 2300 Orleans, MA 02653
OWNER:	Town of Provincetown 260 Commercial St, Provincetown, MA 02657
PROPERTY/SITE:	26 Shank Painter Rd & 15 Browne St, Provincetown, MA 02657 Map 7-2, Parcels 68 and 70 BCRD Book 36959, Page 185

SUMMARY

The Cape Cod Commission ("Commission") hereby grants Development of Regional Impact ("DRI") approval, with Conditions, to construct 40 new residential housing units with associated parking and site improvements at 26 Shank Painter Rd in Provincetown.

FINDINGS

The Cape Cod Commission hereby finds and determines as follows:

General Findings

F1. The Project is proposed on an approximately 0.40 acre parcel located at 26 Shank Painter Road and 15 Browne Street in Provincetown ("Project Site"; "Site").

F2. The Project Site is developed and contains a 2-story, 6,000 sf +/- building formerly used as the Town Police Station, and associated surface parking lot.

F3. The Project Site is in the Town's GC (General Commercial) zoning district and the Shank Painter Form-Based Code district.

F4. The Project Site is surrounded by residential, municipal, and community development, including multi-family condominiums to the west, single family homes to south, the Provincetown United Methodist Church to the east, and the Provincetown Fire Department to the north across Shank Painter Rd.

F5. The Project Site does not include areas mapped as sensitive for natural resources.

F6. The Project Site is within a Commission-mapped Community Activity Center Placetype.

F7. The proposed development consists of:

- a new four-story building of approximately 30,000 sq. ft.+/-, containing 40 home-ownership residential units, including 18 studios, 18 one-bedrooms, and 4 two-bedrooms, with at least 10 units income restricted to households earning between 80-150% of Area Median Income ("AMI");
- on-site parking facilities including three vehicle parking spaces (two marked as handicap accessible), an electric vehicle ("EV") charging station, 46 bicycle spaces; and
- associated landscaping and stormwater infrastructure (collectively, the "Project").

F8. The Project is subject to mandatory DRI review pursuant to Section 3(g) of the Commission's Chapter A: Enabling Regulations Governing Review of Developments of Regional Impact ("Enabling Regulations") as a proposed development that is planned to create 30 or more Residential Dwelling Units.

F9. The Project was referred to the Commission by the Town of Provincetown on October 27, 2025.

F10. A subcommittee of the Cape Cod Commission held public hearings on the Project on December 10, 2025, January 27, 2026 and February 12, 2026.

F11. Section 13(d) of the Cape Cod Commission Act and Section 6(c)(viii) of the Commission's Enabling Regulations contain the standards of review for DRI approval, which include, as applicable, consistency with the Cape Cod Commission Act and its Regional Policy Plan; consistency with municipal development bylaws, or, if inconsistent, that the inconsistency is necessary to enable a substantial segment of the population to secure adequate opportunities for housing, conservation, environmental protection, education, recreation or balanced economic growth; if within a District of Critical Planning Concern, consistent with its implementing regulations; and, if Commission-certified, consistent with the town's Local Comprehensive Plan ("LCP"); and that the probable benefit of the project is greater than its probable detriment.

F12. DRI review of the Project is subject to the 2018 Regional Policy Plan (RPP), amended in March 2021, which is the version of the RPP in effect at the time of the Commission's first substantive public hearing on the Project. The Commission assessed the Project's

consistency with the Goals and Objectives in Section 6 of the RPP, as particular goals and objectives were deemed applicable and material to the Project.

Cape Cod Regional Policy Plan

F13. Based on the location and nature of the Project, the following RPP goals are applicable, material, and regionally significant and thus subject to RPP consistency review: *Water Resources, Community Design, Coastal Resiliency, Transportation, Energy, Climate Mitigation,* and *Housing*. The Commission makes the following findings relative to the Project's consistency with these RPP Goals and relevant Objectives:

Water Resources

F14. The Water Resources Goal of the RPP is to maintain a sustainable supply of high-quality untreated drinking water and protect, preserve, or restore the ecological integrity of Cape Cod's fresh and marine surface water resources.

F15. The Project is located within the Provincetown Harbor Marine Water Recharge Area (MWRA), which does not have a Total Maximum Daily Load for nitrogen or a Massachusetts Estuaries Project Technical Report as the estuary is not considered impaired. The Project will be connected to municipal sewer and is not located in other mapped water resource areas aside from the MWRA.

F16. The following Objectives are applicable and material to the Project:

- WR1—protect and preserve groundwater quality
- WR4—manage and treat stormwater to protect and preserve water quality

F17. The Project will be connected to municipal centralized sewer, therefore the primary source of nitrogen loading is from stormwater runoff.

F18. The Project's anticipated site-wide nitrogen loading concentration is 1.02 ppm, which is below the 5 ppm site-wide nitrogen loading limit in the Water Resources Technical Bulletin. The Project is consistent with Objective WR1.

F19. The Project will reduce on-site impervious cover by 2,569 sf +/- and incorporates porous asphalt pavement and pervious concrete pavers which will increase stormwater infiltration and improve site conditions, consistent with Objective WR4.

Community Design

F20. The Community Design Goal of the RPP is to protect and enhance the unique character of the region's built and natural environment based on the local context.

F21. The following Objectives are applicable and material to the Project:

- CD1—promote context sensitive building and site design
- CD2—minimize the amount of newly disturbed land and impervious surfaces

F22. The proposed 4-story building is oriented with the short axis of the building parallel to the street, with a street-facing façade width of just over 51 feet. The street-facing façade includes more than 30 feet of facade variation and the west-facing façade is just under 138 feet long with a total of 38 feet of façade variation, both exceeding the amount of variation suggested in the Community Design Technical Bulletin. The east-facing façade and rear façade do not meet the suggested façade variation amounts, but include varied wood patterns at different levels, multiple roof terraces, and other pedestrian-focused architectural features to reduce perceived building mass, consistent with Objective CD1.

F23. The building scale is broken down by a 4th-floor setback with accompanying gable roof form as well as step backs that flank the front façade and extend the length of the west-facing elevation up the height of the building. A ground-floor community porch extends along the front façade and contains large glass doors for improved transparency and engagement with the street. Vehicular parking is accessed on Browne Street and is adequately screened from view along Shank Painter Road by both its location at the back of the lot and by proposed vegetative landscaping along property edges, consistent with Objective CD1.

F24. The Project proposes redevelopment of a previously disturbed site, a multi-story building design which reduces building footprint, significant reduction of impervious surfaces, minimal parking area, and the addition of new pervious surfaces, like porous asphalt pavement, crushed shell and pervious concrete pavers, as well as improved green space, stormwater management, and vegetation plantings – all of which minimize newly disturbed land and impervious surfaces consistent with Objective CD2.

Coastal Resiliency

F25. The Coastal Resiliency Goal of the RPP is to prevent or minimize human suffering and loss of life and property or environmental damage resulting from storms, flooding, erosion, and relative sea level rise.

F26. The following Objectives are applicable and material to the Project:

- CR1—minimize development in the floodplain
- CR2—plan for sea level rise, erosion, and floods
- CR3—reduce vulnerability of built environment to coastal hazards

F27. The Project Site is located within the floodplain, specifically a Federal Emergency Management Agency ("FEMA") mapped AE zone with a Base Flood Elevation ("BFE") of 9 feet.

F28. As described in the Coastal Resiliency Technical Bulletin, Objective CR1 requires Projects proposing new[1] non-water-dependent development in FEMA-designated A zones to

[1] Redevelopment in an A zone may be permitted provided there is no increase in gross floor area, impervious footprint, or intensity of use compared to the prior use or structure. However, because the Project increases the

demonstrate: there is no feasible alternative; impacts have been minimized; and there is an overriding public purpose.

F29. There is no feasible alternative that could avoid development within the floodplain at this location, as the entire Project Site is mapped within the FEMA A zone and the scale of development is necessary to accommodate the number of units required by the Town, consistent with Objective CR1.

F30. The Project has minimized impacts to coastal resources by increasing onsite open space, using native plants in the landscaping plan, improving stormwater management, and decreasing the amount of impervious surface on the Site, consistent with Objective CR1.

F31. The Project fulfills an overriding public purpose by providing 40 new residential units to address Provincetown's critical housing shortage, with a significant proportion deed restricted as affordable, consistent with Objective CR1.

F32. To accommodate sea level rise, the Project has been designed to elevate the building 2 feet above BFE for a Design Flood Elevation ("DFE") of 11 feet, consistent with current building code standards for projects within FEMA A zones, and consistent with Objective CR2.

F33. The Project Site is not located on or within a coastal bank and is fully developed. The Project includes an increase in onsite open space, native landscaping, a reduction in impervious cover, improved stormwater management, and elevates the building 2 feet above BFE, which will reduce vulnerability to coastal hazards, consistent with Objective CR3.

Transportation

F34. The Transportation Goal of the RPP is to provide and promote a safe, reliable, and multi-modal transportation system.

F35. The following Objectives are applicable and material to the Project:

- TR1—improve safety and eliminate hazards for all users of Cape Cod's transportation system
- TR2—provide and promote a balanced and efficient transportation system that includes healthy transportation options and appropriate connections for all users
- TR3—provide an efficient and reliable transportation system that will serve the current and future needs of the region and its people

F36. A Traffic Impact Assessment ("TIA"), dated June 20, 2025, was prepared by the Applicant's consultant Howard Stein Hudson (HSH) for the Project in accordance with relevant guidance from the Transportation Technical Bulletin and RPP. The submittal provides an

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gross floor area compared to the existing development it must meet the standard for new development in the A zone.

analysis of the operational and safety impacts of the proposed Project and was prepared in a professional manner following standard industry practices, consistent with Objective TR1.

F37. The TIA concludes that the proposed 40-unit multifamily housing development will generate approximately 182 new daily vehicle trips with peak hour trip generation varying between 14 and 16 vehicle trips.

F38. The TIA included a driveway sight distance assessment which confirmed the existing Site driveway on Browne Street provides safe sight lines in both directions. The Project uses access management strategies to improve safety by eliminating the existing site driveway on Shank Painter Road and reducing the driveway width on Browne Street to 17 feet. The proposed Site design includes appropriate internal sidewalk connections between the building and the parking lot, consistent with Objective TR1.

F39. The Project Site is located within a Community Activity Center with dense mixed-use development patterns which should enable non-motorist trips and minimize vehicle dependency, consistent with Objective TR2. Cape Cod Regional Transit Authority ("CCRTA") service is currently available in the area via the Provincetown Shuttle, and major roadway improvements on Shank Painter Road (anticipated for construction in 2027) will add new sidewalks on both sides of the road and dedicated bicycle lanes in each direction.

F40. The Applicant proposes to implement a Transportation Demand Management ("TDM") plan that encourages residents to adopt alternative transportation options and provides appropriate bicycle amenities consistent with Objective TR2. The TDM plan includes posting current transit schedules and other CCRTA services on-site in communal areas and/or online, limiting on-site parking, and designating a transportation coordinator to manage parking, service and loading, and deliveries. A total of 46 external bicycle racks will be installed on-site, which provides approximately 1.15 spaces per residential unit.

F41. Congestion and vehicular impacts associated with the Project are likely to be minimal, with only 14 to 16 new peak hour vehicle trips and will be adequately addressed through implementation of a TDM plan. The Project's location in a Community Activity Center and adjacent to the Shank Painter Road improvement project will promote trip reduction measures by encouraging alternative modes of travel such as walking, bicycle and transit, consistent with Objective TR3.

Energy

F42. The Energy Goal of the RPP is to ensure an adequate, reliable, and diverse supply of energy to serve the communities and economies of Cape Cod.

F43. The following Objectives are applicable and material to the Project:

- EN1—Support renewable energy development that is context-sensitive
- EN2—Increase resiliency of energy generation and delivery
- EN3—Minimize energy consumption through planning and design

F44. The Project will be designed to support rooftop-mounted solar photovoltaic ("PV") panels on a portion of the roof.

F45. The Applicant will either install rooftop solar PV panels or enter into a green power purchase agreement, consistent with Objective EN1.

F46. The Project proposes to locate utilities and associated infrastructure underground, consistent with Objective EN2.

F47. The Project will be designed to be LEED-certifiable and meet the Stretch Energy Code. The Project includes energy efficient lighting and appliances and water efficient appliances, and an electric vehicle ("EV") charging station in the parking area. Portions of the roof will be light colored supporting cool roof design. Smart temperature controls are included in the building and the Applicant is exploring sub-metering for each unit, consistent with Objective EN3.

Climate Mitigation

F48. The Climate Mitigation Goal of the RPP is to support, advance, and contribute as a region to the Commonwealth's interim and long-term greenhouse gas reduction goals and initiatives, including a state-wide net zero carbon target by 2050.

F49. The following Objectives are applicable and material to the Project:

- CM1—promote low or no carbon transportation alternatives and technologies
- CM2—promote low or no carbon technologies for building energy use, including appliances, lighting, and heating, ventilation, and cooling (HVAC) systems
- CM4—Promote low or no carbon energy generation technologies as appropriate to context

F50. The Project Site is proximate to retail and commercial development and proposes to implement Transportation Demand Management strategies and pedestrian connections. The Project also includes an EV charging station and secure bicycle accommodations, consistent with Objective CM1.

F51. The Project proposes electric HVAC heating and cooling systems, with smart temperature controls. A high efficiency air source heat pump system will be used to heat and cool all spaces, consistent with Objective CM2.

F52. The Applicant will either install rooftop solar PV panels or enter into a green power purchase agreement, consistent with Objective CM4.

Housing

F53. The Housing Goal of the RPP is to promote the production of an adequate supply of ownership and rental housing that is safe, healthy, and attainable for people with different income levels and diverse needs.

F54. The following Objectives are applicable and material to the Project:

- HOU1—Increase housing diversity and choice
- HOU2—Increase year-round housing supply
- HOU4—Increase affordable housing

F55. The Project is infill development, proposing redevelopment of a vacant cleared site surrounded by commercial and residential development, consistent with Objective HOU1.

F56. The Project proposes to provide ten (10) permanently deed-restricted studio units for home ownership to those earning at or below 80%-150% of Area Median Income ("AMI"). These units constitute 25% of the total units, consistent with HOU4 and the companion Housing Technical Bulletin which requires at least 10% of units be set aside as Affordable and/or Workforce housing.

F57. The Project includes a mix of unit types and sizes: eighteen (18) studio units; eighteen (18) one-bedroom units; and four (4) two-bedroom units. All units are less than 1,200 sf, consistent with Objective HOU1 and further consistent with the vision for Community Activity Centers, where housing is encouraged, and units smaller than 1,200 sf are preferred.

F58. The Project will provide deed restrictions on additional units for use as income-restricted housing and/or reserved for municipal employees and other categories of year-round residents identified in the Massachusetts Seasonal Communities Designation regulations, consistent with HOU2.

F59. Condominium fees for the Affordable/Workforce units will be proportionate to their assessed value to maintain affordability in perpetuity, consistent with HOU4.

F60. The development of Affordable/Workforce units will take place at the same time and Affordable/Workforce units will be indistinguishable from the market rate units in terms of location, design, and materials, consistent with HOU4.

Other DRI Standards of Review

Consistency with Local Zoning Bylaw and Provincetown's Local Comprehensive Plan

F61. The town of Provincetown has a Local Comprehensive Plan that has been certified by the Cape Cod Commission as consistent with the Regional Policy Plan.

F62. The Provincetown Town Planner provided a letter, dated August 29, 2025, which details consistency with the Town's vision for the area and the Town's Local Comprehensive Plan. The letter identifies the Project as aligned with: the Growth Policy of the LCP to encourage development in the (GC) General Commercial Zoning District; and an overarching goal of the LCP to "Develop creative housing options for rental or purchase that will support a thriving and diverse community that includes: 1) year-round residents of all ages, backgrounds, and income levels; 2) seasonal workers; and 3) long-term and short-term visitors."

F63. The Project is located within the Shank Painter Form-Based Code District. The Project provides at least 25% Affordable or Community housing units as defined in the Town's bylaws in order to qualify for a fourth-story height bonus.

F64. The letter from the Provincetown Town Planner, dated August 29, 2025 also provides details on the Project's compliance with municipal development bylaws, detailing where relief will be necessary and how it may be obtained.

- Onsite Minimum Vehicular Parking requirements may be reduced from the 20 spaces required to the proposed 3 spaces (of which 2 are accessible spaces) through the granting of a Special Permit by the Zoning Board of Appeals under Section 2471 where special circumstances such as deed-restricted year-round occupancy and proximity to municipal off-street parking lots would render a lesser provision adequate for all parking needs. Directly across the street is a 28-space public parking area and approximately 340 ft. southeast is an 11-space public parking area also located on Shank Painter Road.
- The Planning Board is empowered to grant a special permit for a multi-family dwelling containing affordable housing subject to Site Plan Review and compliance with Inclusionary and Incentive Zoning.
- The letter from the Town states that "the Project either complies with the current Zoning Bylaw and/or may obtain the necessary Special Permits and Site Plan Review in order to comply with the requirements."

Consistency with the Cape Cod Commission Act

F65. The Project is consistent with the Cape Cod Commission Act, as is evidenced by its consistency with the 2018 Cape Cod Regional Policy Plan, as amended, Provincetown's Local Comprehensive Plan, and subject to review and approval by relevant Town authorities, its consistency with applicable Municipal Development bylaws.

Consistency with District of Critical Planning Concern

F66. There are no District of Critical Planning Concern ("DCPC") implementing regulations pursuant to the Commission's Chapter E: District of Critical Planning Concern (DCPC) Regulations applicable to the Project.

Probable Benefits/Probable Detriments

F67. Probable benefits of the Project identified include:

- Provides 10 units in a 40-unit development to be deed-restricted as Affordable and/or Workforce, which significantly exceeds the number of Affordable/Workforce units otherwise required for a project of this size.
- Provides additional units to be deed-restricted based on income, year-round occupancy, and/or for municipal employees.
- Provides condominium units for sale, increasing the number and variety of units available for home ownership.

- Infill development in a Community Activity Center will provide greater accessibility and connections to pedestrian and bicycle infrastructure and public transportation in the area, reducing vehicular dependence.
- The Project is a public/private partnership supported by the Town.
- The Project advances the Town's goals to revitalize the Shank Painter Road area.

F68. Probable detriments of the Project identified include:

- The Project includes only 3 on-site motor vehicle parking spaces for a 40-unit building.

F69. The Commission finds that the Probable Benefit of the Project is greater than the Probable Detriment.

CONCLUSION

Based on the Findings above and subject to the Conditions set out herein, the Commission further determines, finds, and concludes that the Project is consistent with the 2018 Cape Cod Regional Policy Plan, applicable provisions from the Provincetown Local Comprehensive Plan, and applicable municipal development bylaws and the Cape Cod Commission Act; the probable benefit of the Project is greater than the probable detriment; and the Commission hereby grants DRI approval for the 26 Shank Painter Rd Housing Project described herein.

CONDITIONS

C1. This Decision shall be final when the appeal period set out in Section 17 of the Cape Cod Commission Act has elapsed without appeal (or if such an appeal has been filed, when the appeal has been finally settled, dismissed, adjudicated, or otherwise disposed of in favor of the Applicant). Thereafter, this Decision shall be valid and in effect, and local development permits may be issued pursuant hereto for a period of seven years from the date of this Decision, or for such extended period as may be permitted by the Commission pursuant to Chapter A of the Code of Cape Cod Commission Regulations, the *Enabling Regulations* Governing Review of Developments of Regional Impact.

C2. A copy of the Decision, when final and prior to commencement of the Project, shall be recorded with the Barnstable Registry of Deeds.

C3. This Decision shall be appurtenant to and run with the Property. The Decision shall bind and be enforceable against, and inure to the benefit of, the Applicant, its heirs, successors, and assigns.

C4. The Applicant shall obtain all required federal, state, and local permits, licenses, and approvals for the Project, including without limitation Special Permits from the Provincetown Planning Board and Provincetown Zoning Board of Appeals. Consistency with Municipal Development Bylaws shall be confirmed by the Applicant and provided to the Commission staff after obtaining all said required local permits, licenses, and approvals for the Project. Prior to commencement of the Project, the Applicant shall provide the Commission with copies of all required local permits, licenses, and approvals

for the Project. Any changes to the Project resulting from the municipal review process may require modification of this Decision.

C5. The Project shall be constructed, operated, and maintained consistent with the following documents listed in Exhibit A ("Approved Project Plans"). Plans, protocols, and other documents received or required to be submitted as Conditions of this Decision shall be treated as incorporated into the Approved Project Plans once received, reviewed, and approved for consistency with this Decision by Commission staff, and the Project shall thereafter be constructed, operated, and maintained consistent with the Approved Project Plans.

C6. The Applicant shall provide a copy of this Decision and the Approved Project Plans to the Project's general contractor prior to commencement of the Project. The Applicant shall maintain a copy of this Decision and the Approved Project Plans on the Project Site throughout Project construction.

C7. Prior to and as a Condition to issuance of a building permit/s for the Project from the Town of Provincetown, the Applicant shall request and obtain from the Commission a Preliminary Certificate of Compliance; the issuance of such Preliminary Certificate of Compliance shall evidence that the Applicant has satisfied all Conditions in this Decision required to have been satisfied prior to the issuance of a local building permit/s.

C8. Prior to and as a Condition to issuance of a Certificate/s of Use and Occupancy for the Project from the Town of Provincetown Building Department, the Applicant shall request and obtain from the Commission a Final Certificate of Compliance; the issuance of such Final Certificate of Compliance evidences that the Applicant has satisfied all Conditions in this Decision required to have been satisfied prior to the issuance of a local Certificate/s of Use and Occupancy or building permits sign-off/s, and shall confirm that the Project was constructed or implemented in accordance with this Decision.

C9. The Applicant hereby authorizes Commission staff to make site visits as necessary, at reasonable times and upon reasonable notice to the Applicant, to confirm that the Project has been implemented in accordance with this Decision, including upon an Applicant's request for a Certificate of Compliance hereunder.

C10. Prior to and as a condition to issuance of a Preliminary Certificate of Compliance by the Commission, the Applicant shall submit draft deed restrictions for all Affordable and income-restricted units, to be held by the Town of Provincetown, for review and approval by Commission staff.

C11. Prior to and as a condition to the issuance of a Final Certificate of Compliance by the Commission, the Applicant shall submit final executed deed restrictions for all Affordable and income-restricted units, held by the Town of Provincetown, as reviewed and approved by Commission staff.

C12. Prior to and as a condition to issuance of a Preliminary Certificate of Compliance by the Commission, the Applicant shall submit a draft Condominium Master Deed for review by Commission staff for consistency with Housing Finding F59.

C13. Prior to and as a condition to the issuance of a Final Certificate of Compliance by the Commission, the Applicant shall submit a final Condominium Master Deed, as reviewed and approved by Commission staff as consistent with Housing Finding F59.

C14. Prior to and as a condition to issuance of a Preliminary Certificate of Compliance by the Commission, the Applicant shall submit an erosion and sedimentation control plan for during and after construction for Commission staff review and approval and shall be incorporated into this decision by reference.

C15. Prior to and as a condition of a Final Certificate of Compliance, a Transportation Demand Management (TDM) program shall be implemented for the Project and shall include the following measures:

- Designate a Transportation Coordinator responsible for: posting current transit schedules and other CCRTA services on-site in communal areas and/or online ; managing transportation-related matters such as parking, service and loading areas, and deliveries; providing unit owners with orientation packets that include information on available transportation options, such as transit routes and schedules, nearby vehicle-sharing locations, carpooling opportunities, and other CCRTA services available on-site.
- Install at least 46 external bicycle racks.

C16. Prior to and as a condition to issuance of a Final Certificate of Compliance by the Commission, the Applicant shall either: install solar photovoltaic (PV) panels on the building rooftop; or provide documentation of a green power purchase agreement to purchase 100% renewable power for all common areas under control of the condominium association as established by the Condominium Master Deed.

C17. Project lighting shall be dark-sky compliant.

SIGNATURE PAGE FOLLOWS

SIGNATURE PAGE

Executed this 5th day of March 2026

For the Cape Cod Commission by:

Thomas Wilson

Signature

Thomas J. Wilson

Print Name and Title

COMMONWEALTH OF MASSACHUSETTS

Barnstable, ss

March 5, 2026

Before me, the undersigned notary public, personally appeared Thomas Wilson, in his/her capacity as Chair and on behalf of the Cape Cod Commission, whose name is signed on the preceding or attached document, and such person acknowledged to me that he/she signed such document voluntarily for its stated purpose. The identity of such person was proved to me through satisfactory evidence of identification, which was [ ] photographic identification with signature issued by a federal or state governmental agency, [ ] oath or affirmation of a credible witness, or [ ] personal knowledge of the undersigned.

SEAL

JORDAN L. VELOZO NOTARY PUBLIC COMMONWEALTH OF MASSACHUSETTS MY COMMISSION EXPIRES OCT. 9, 2026

Jordan Velozo

Notary Public

My Commission Expires: 10/09/26

EXHIBIT A
26 Shank Painter Rd Housing
Condition C5 – Approved Project Plans

- Civil Site Plan Set prepared by Tighe & Bond (dated 6/16/2025), inclusive of:
    - C1.2.1 Existing Conditions Plan
    - C2.1.1 Site Redevelopment Plan
    - C2.4.1 Site & Drainage Details
- Architectural Plan Set prepared by Machado Silvetti (dated 7/22/2024), inclusive of:
    - G0.01 Abbreviations/Sheet Index
    - G0.02—G0.04 Accessibility Details
    - A0.01 Life Safety Plans
    - A1.00 Site Plan
    - A2.00—A2.04 Floor/Roof Plans
    - A3.00—A3.03 Reflected Ceiling Plans
    - A4.00 & A4.01 Elevations
    - A5.00 & A5.01 Building/Wall Sections
    - A6.00 Exterior Materials
    - A8.00—A8.02 Elevator/Stair Sections
    - A9.00 & A9.01 Window/Door Schedule
    - A10.00 Axons & Exterior Renderings
    - A11.00 & A11.01 Exterior Signage and Lighting Plan
- Landscape Plan Set prepared by Machado Silvetti (dated 9/16/2024), inclusive of:
    - L-200 Landscape Planting Plan
    - L-300 Landscape Details
    - L-301 Landscape Details