202 Southampton Street, Newmarket District Automotive Dealership

Small Project Review Application

Submitted Pursuant to Article 80E of the Boston Zoning Code

Submitted to
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Submitted by
Parss Enterprise, Inc. d|b|a
Boston Foreign Motors
523 Cambridge Street
Allston, MA 02134

Prepared by
Howard Stein Hudson
11 Beacon Street, Suite 1010
Boston, MA 02108

and

MLF Consulting, LLC
11 Brush Hill Road
Newton, MA 02461

in association with

Burns & Levinson LLP
Roth & Seelen, Inc.

September 16, 2016

MLF CONSULTING LLC

ROTH & SEELEN, INC.
ARCHITECTURE INTERIOR DESIGN PLANNING

HOWARD STEIN HUDSON
Engineers + Planners

Boston Foreign Motor

Pre owned Luxury cars

September 16, 2016

Brian Golden, Director
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201
Attn: Edward McGuire III, Project Manager

Re: 202 Southampton Street, Newmarket Industrial District
Small Project Review Application

Dear Director Golden:

Boston Foreign Motor (the "Proponent") is pleased to submit this Small Project Review Application ("SPRA"), in accordance with Article 80E of the Boston Zoning Code, for 202 Southampton Street, a new Automobile Dealership, located at between Cummings and Moore Streets in the Newmarket Industrial District neighborhood of Boston (the "Project Site"). The SPRA is necessitated because more than 20,000 gross square ("gsf') of floor area is being proposed in a Boston neighborhood.

The Project Site includes two parcels, 14 Moore Street and 202 Southampton Street, and will go under the address of '202 Southampton Street". It is bordered to the north by a Winston Flowers storage area; to the south by Southampton Street; to the east by Moore Street beyond which is the Massachusetts Bay Transportation Authority (MBTA) bus facility; and to the west by Cummings Street, beyond which is Gordon Fish and Brooklyn Ice. A former railroad ROW (former spur easement) traverses the site from Southampton Street generally north-south towards the rear of the site to land owned by the MBTA. The site has been occupied by Waldo Bros. Company, a building supply company, since 1914.

The Project consists of the remodeling of the existing structure and its conversion to a car dealership, service facility and new showroom. A supplemental existing stand-alone industrial structure will also be removed from the site. The remodeled building will be single-story and will include showroom, customer support areas, business areas, and a full service garage with approximately 21 service bays. The remodeled building area will be reduced to approximately 22,400 gsf, and the building height will remain unchanged from the existing use.

The Proponent has met with various neighborhood groups and other stakeholders about the Project. The Newmarket Industrial community has expressed great interest in the Project and has given helpful feedback on the proposed program and preliminary design. The Proponent's

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E-mail: BostonForeignMotor@Gmail.com * Website: BostonForeignMotor.com

development team will continue to reach out to, and attend meetings with, the City, neighborhood, and community and business leaders regarding the Project during the Article 80 review process.

On behalf of the entire project team, we look forward to working with you and your staff on this Project, which will be a significant addition to Newmarket and Southampton Street industrial and commercial corridor, and the City of Boston.

Sincerely,

BOSTON FOREIGN MOTOR

Milad Farahani, General Manager

Enclosure: 202 Southampton Street - Small Project Review Application ("SPRA")

cc: Edward McGuire III, BRA
Mitchell L. Fischman, MLF Consulting LLC
Anatoly M. Darov, Esq. Burns & Levinson LLP
Jerry Seelen, Roth & Seelen, Inc.

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application ("SPRA") is being submitted by Parss Enterprise, Inc. d/b/a Boston Foreign Motor (the "Proponent") in accordance with Article 80, Section 80E, of the Boston Zoning Code ("the Code") for the re-purposing of an existing construction building materials wholesaler at 202 Southampton Street in Boston's Newmarket Industrial District, to an automobile dealership and showroom. The proposal is for the redevelopment to a single-story dealership, with 22,400 +/- gross square feet ("gsf") of floor area, that includes a showroom, 21 +/- service bays, and surface parking for 166 total spaces, 44 for customers and employees, and the remainder for inventory vehicles (the "Project"). The project area includes two properties at 14-28 Moore Street and 93 Cummings Street, totaling 1.96 acres and contains an existing industrial building of 26,500 gsf constructed in 1974, and an existing stand-alone shed of approximately 1,900 gsf (the "Site").

The Site is zoned as the Newmarket Industrial Commercial Neighborhood District and is occupied by Waldo Bros Company, a construction building materials wholesaler, which also uses the site as a storage facility for construction and masonry material sales.

1.2 Proposed Project

1.2.1 Project Site and Context

The Project, which includes two parcels (14 Moore Street and 202 Southampton Street) and will go under the address of 202 Southampton Street, is bordered to the north by a Winston Flowers storage area and MBTA bus parking lot; to the south by Southampton Street beyond which is the MBTA; to the east by Moore Street beyond which is a Massachusetts Bay Transportation Authority (MBTA) police facility and garage; and to the west by Cummings Street, beyond which is the Winston Flowers Design Studio. A former railroad ROW (former spur easement) traverses the site from Southampton, generally north-south towards the rear of the site to land owned by the MBTA. See **Figure 1.2-1** for Project Locus, **Figure 1.2-2** for USGS Map, and **Figure 1.2-3** for Existing Conditions.

At this time, the intent is to reuse existing utility services. Any changes to the utility connections will be designed to minimize impacts to the surrounding area and all appropriate permits and approvals will be acquired prior to construction. The Project's Civil and MEP Engineers will coordinate with City agencies and private utility companies responsible for the area's utility systems as the design progresses.

The Project will result in a decrease in impervious area due to the addition of new landscape areas on site and redaction of building footprint. The Stormwater Management System will be designed to infiltrate stormwater runoff into the ground in accordance with Boston Water and

Sewer Commission and Massachusetts Department of Environmental Protection (MassDEP) policy. The on-site stormwater recharge system will improve the quality and attenuate the quantity of stormwater runoff being discharged to BWSC's storm drain system. Site improvements and new connections to (BWSC) infrastructure will be reviewed as part of the Commission's Site Plan Review process. Erosion and sediment controls will be implemented during construction.

Please see neighborhood photographs showing further context for the Project (**Figures 1.2-4** thru **1.2-7).**

1.2.2 Project Description

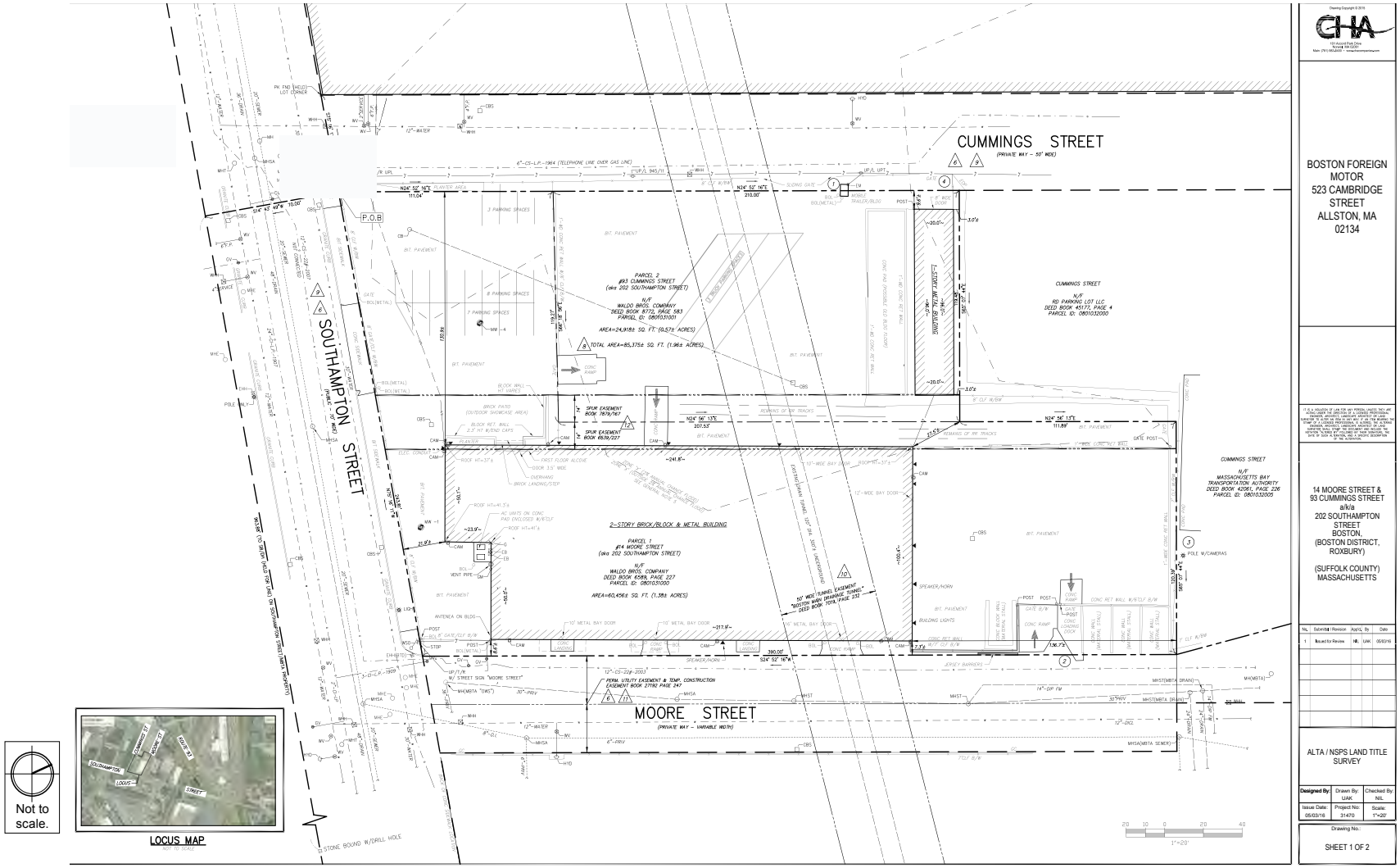
The Project consists of the remodeling of the existing structure and its conversion to a car dealership and service facility. As part of the remodeling, a small existing office mezzanine will be removed in order to provide a full-height space for the new showroom. A supplemental existing stand-alone industrial structure will also be removed from the site. The remodeled building will be single-story and will include showroom, customer support areas, business areas, and a full service garage with approximately 21 +/- service bays. The remodeled building area will be reduced to approximately 22,400 +/- gsf (or by 4,100 gsf), and the building height will be unchanged. The building "skin" will be completely replaced with architectural metal panels and glass. The site will be completely upgraded with new paving, new landscaping, and new site lighting. 44 parking spaces will be provided for the use of customers and employees, and the remainder of the paved parking areas will be used for inventory vehicles, vehicles in the process of repair, and the like. Site vehicular circulation is designed to accommodate all vehicle delivery and pick-up on the site without relying on adjacent public ways. One curb-cut will be provided at Southampton Street for primary site entry in the approximate location of the existing site entry curb cut. One general use curb cut will be provided at Moore Street, and two additional curb-cuts will be provided at Moore Street in alignment with proposed building overhead doors; this is less than the quantity of curb-cuts (four) at Moore Street that currently exists.

1.3 Environmental Review

A Phase I Environmental Site Assessment was completed by CHA on April 29, 2016. It also referenced an earlier ASTM - Phase I and II Environmental Site Assessment that was conducted by Williamson Environmental LLC. CHS's site assessment indicated that there were no recognized environmental conditions present on the site. The site was initially developed circa 1897 and has been occupied by W.S. Lyons Granite Works, Penn Metal Co., Central Foundry Company, Daly Plumbing Supply and Waldo Bros. Company (since 1914). In the 1914 Sanborn maps, a railroad bisected the site, but by 1988 the railroad tracks were no longer depicted on Sanborn maps.

Figure 1.2-1
Locus Map

Figure 1.2-2
USGS Map



BOSTON FOREIGN MOTOR
523 CAMBRIDGE STREET
ALLSTON, MA 02134

14 MOORE STREET & 93 CUMMINGS STREET
a/k/a
202 SOUTHAMPTON STREET
BOSTON,
(BOSTON DISTRICT, ROXBURY)

(SUFFOLK COUNTY)
MASSACHUSETTS

No.	Submittal / Revision	App'd. By	Date
1	Issued for Review	NIL UAK	05/03/16

ALTA / NSPS LAND TITLE SURVEY

Designed By:	Drawn By: UAK	Checked By: NIL
Issue Date: 05/03/16	Project No: 31470	Scale: 1"=20'

Drawing No.:
SHEET 1 OF 2

Figure 1.2-3
Existing Conditions Plan

Figure 1.2-4 Neighborhood Context - Photographs

View up Moore Street from Southampton Street

Bus terminal on the other side of Moore Street

Figure 1.2-5 Neighborhood Context - Photographs

View down Cummings Street from Winston Flowers

View of intersection of Southampton and Cummings Streets

Figure 1.2-6 Neighborhood Context – Photographs

Buses on Moore Street

View of existing Waldo Bros. and bus terminal from Southampton Street

Figure 1.2-7 Neighborhood Context - Photographs

View of Waldo Bros. Co. from Southampton Street

View of Greater Boston Food Bank at rear of site

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 Project Proponent

Boston Foreign Motor ("BFM") has been a leading independent pre-owned automobile dealership in the Greater Boston area and in the Allston neighborhood of Boston. Milad Farahani, President of BFM, comes from a long family history of successful automotive dealership operations in New England for over 30-years. Mr. Farahani has 15-years of automotive industry experience with a wide range of exposure in all components of automotive retail operations – sales floor management, inventory and wholesale operations, parts/service, and as general manager and principal. He began working in the car business at the age of sixteen, while attending high school. In the 15-years since he sold his first car, he has worked the sales floor, managed both new and pre-owned dealership operations, and was a general sales manager, then a finance/insurance (F&I) Manager, and eventually a general manager.

BFM is committed to providing top-notch customer service, transparent transactional experiences, and good old-fashioned honest dialogue with is customers. It's been those ideals that form the foundation of Mr. Farahani's business model. His dedication to transactional transparency and customer service is implemented throughout his operation with training programs designed to enhance the customer experience and provide to career opportunities for his employees. He has developed a business with a long-term strategy in mind, a passionate sales team, a solid general manager with over 17-years of experience, and a strong support staff. BFM is looking forward to working with the city and Newmarket business community to build a successful long-term relationship.

2.1.2 Development Team

Table 2-1 202 Southampton Street - Project and Team Information	
Project Name	Boston Foreign Motor
Project Location	**202 Southampton Street** **Newmarket Industrial Area, Boston, MA**
Property Owner	**The Project Site is owned by Waldo Bros Company; Boston Foreign Motors has the site under agreement with the owner**
Project Proponent/Developer	**Parss Enterprises, Inc. d/b/a Boston Foreign Motor** 523 Cambridge Street Allston, MA 02134 Phone: (781) 888-3802 Contacts: Milad Farahani
Architect	**Roth & Seelen Inc.** 50 South Street Hingham, MA 02043 Phone: (781) 749-9900 Contacts: Jerry Seelen
Environmental Consultant	**CHA** 101 Accord Park Drive Norwell, MA 02061 Phone: (781) 982-5400

Permitting Consultant	**Mitchell L. Fischman Consulting ("MLF Consulting") LLC** 41 Brush Hill Road Newton, MA 02461 Phone: (781) 760-1726 Website: http://www.bostonpermitting.com Contact: Mitchell L. Fischman, Principal
Transportation Planner/Engineer	**Howard Stein Hudson** 11 Beacon Street Suite 1010 Boston, MA 02108 Phone: (617) 482-7080 Website: http://www.hshassoc.com Contact: Guy Busa Michael Santos
Legal	**Burns & Levinson LLP** 125 Summer Street Boston, MA 02110 Phone: (617) 345-3820 Website: http://www.burnslev.com Contact: Anatoly M. Darov, Esq.
Civil Engineer	**Howard Stein Hudson** 11 Beacon Street Suite 1010 Boston, MA 02108 Phone: (617) 482-7080 Website: http://www.hshassoc.com Contact: Rick Latini, P.E.
Estimated Construction Commencement	1st Quarter 2017
Estimated Construction Completion	4th Quarter 2017
Approximate Construction Cost	$ 4.5 Million
Status of Project Design	Schematic

2.2 Permits and Approvals

The following **Table 2-2** lists the permits and approvals, known at this time, which are expected to be required for the Project.

Table 2-2 Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
Federal or State Agencies	
U.S. Environmental Protection Agency	Notice of Intent for EPA Construction Activities General Discharge Permit with associated SWPPP, If Required
MA Department of Environmental Protection, Division of Water Pollution Control	Sewer Connection Self Certification
MA Department of Transportation	Railroad ROW Review pursuant to M.G.L Chapter 40, Section 54A
MA Department of Environmental Protection, Division of Air Quality Control	Fossil Fuel Permit, If Required
Local Agencies	
Boston Redevelopment Authority	Article 80 Review; Section 80E Certificate of Compliance
Boston Zoning Board of Appeal	Variances, Exceptions and/or Conditional Use Permit
Boston Department of Public Works Public Improvements Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Permit for Street Opening
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Approval for Sewer and Water and Connections; Construction Site Dewatering; and Storm Drainage
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits

*This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

2.3 Public Benefits

The Project will result in a number of public benefits for the Newmarket Industrial Area, as well as for the city of Boston. These benefits include:

- Improving the existing streetscape by providing active new business uses along Southampton Street;
- Furthering the Newmarket Area's community planning and zoning objectives;
- Providing additional property tax revenue to the city;
- Creating construction-related employment opportunities;
- Creating full-time jobs and training opportunities in the automobile sales and service industry; and
- Reducing impervious area and implementing green infrastructure.

2.4 Regulatory Controls and Permits

2.4.1 Zoning District

Map 6E of the Boston Zoning Maps indicates that the Project Site is located within the Newmarket Industrial-Commercial Neighborhood District ("NIC") established by Article 90 of the Boston Zoning Code (the "Code"). The Site is not located within any overlay zoning district.

2.4.2 Project Uses

The Project's principal use, automobile dealership, is designated as a conditional use within the NIC District. The Project's service component is allowed as of right at this location. Accessory parking is an allowed use, and the use for automobile dealership will require the approval of a conditional use permit by the Zoning Board of Appeal.

2.4.3 Applicable Dimensional Regulations

The Project will conform to the dimensional regulations of the Code. See **Table 2-2** below.

Table 2-2 As of Right Zoning and Zoning Relief Required

Dimensional Regulation	As-of-Right Condition in NIC District	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Lot Size	None	N/A	None
Minimum Lot Area	None	N/A	None
Minimum Lot Width	None	N/A	None
Minimum Frontage	None	N/A	None
Maximum Floor Area Ratio (FAR)	2.0 FAR	0.26 FAR	None
Maximum Building Height	None	30'-0"±	None
Minimum Usable Open Space	None	N/A	None
Minimum Front Yard	Contextual; must match existing building alignment	Existing building alignment	None
Minimum Side Yard	None	Existing building alignment	None
Minimum Rear Yard	12 ft	Existing building alignment	None
Minimum Number of Parking Spaces	2-spaces per 1,000 SF of floor area	44 spaces	None

2.4.4 Off- Street Parking, Off-Street Loading, and Accessory Storage

The Project's parking supply is appropriate for the intended use. On-site parking for customers and employees will be provided at the rate of two spaces per 1,000 SF of building area, as set out in Table B of Article 90 of the Code, for a total of 44 spaces; no relief will be required from the Zoning Board of Appeal for this aspect of the Project.

The Project will accommodate all loading and unloading of vehicles on the site, as well as the delivery of incidetnal materials such as auto parts, without relying significantly on adjacent public ways. The curb cuts at Southampton and Moore Streets will be sized to accomodate a standard car carrier truck.

Parking and loading areas will be landscaped, and parking lots will be handicap accessible. Relief will be sought to delete the screening requirements for parked cars since the exterior display of cars for sale is critical to the success of the business.

Parking lot lighting will be designed to shine entirely on lot in accordance with Article 90(10) of the Code.

Roof-mounted mechanical equipment, as appropriate, will be painted to blend with adjacent or nearby building materials or will be screened by wood, brick, or similar material in accordance with Article 90(10) of the Code.

2.4.5 Sign Regulations

Signs are proposed to be generally as regulated pursuant to Article 90-12 and Article 11 of the Code, except relief will be sought for a taller and larger free-standing sign, measuring up to 18 feet in height and 35 square feet in area, at the front of the site.

2.5 Public Review Process

The Proponent has presented project plans to the Newmarket Business Association (NBA) neighborhood group, and has met with abutters including Winston Flowers and the MBTA about the Project. The NBA and the community have provided helpful feedback on the proposed program and preliminary design. The Proponent's development team will continue to reach out to and attend meetings with the City, neighborhood, and community and business leaders regarding the Project during the Article 80 review process.

3.0 DESIGN COMPONENT

The Project will significantly enhance the existing character of the site and neighborhood by renovating the existing building and site completely. The proposed building height and footprint will not change, and the building density and massing on site will be reduced due to the demolition of the existing stand-alone building at the rear of the site. The building's current close relationship with the street will remain unchanged, and pedestrian access from sidewalk to building will be improved. The public sidewalk along Southampton Street will be re-built to meet current guidelines for materials and street trees.

Discussion of design elements for the proposed new building is provided in the sections below, and is illustrated on the plans, perspectives, and photographs that are included at the end of the Design Component (see **Figures 3-1** through **3-4).**

3.1 Site Context

The 202 Southampton Street parcel lies on the north side of Southampton Street situated between Moore Street and Cummings. This neighborhood corridor is characterized by a range of building types at different scales, with a mix of commercial, industrial, and institutional uses and a range of architectural styles and materials.

3.2 Building Program

The Project's development program will include approximately 22,400 gross square feet of space. Approximately 5,000 gsf of space will be dedicated to the showroom, 11,800 gsf of space will be dedicated to the service garage, and the remaining 5,600 gsf of space will be dedicated to customer, support, and administrative areas. Building mechanical spaces will be housed primarily within the building, though some equipment may be located on the roof and/or on the site adjacent to the building.

3.3 Design Concept

The Project's urban design goal is to significantly enhance this Newmarket/Southampton Street mixed-used corridor by creating a commercially friendly and inviting environment and providing a new commercial storefront, parking, and associated outdoor space. The design concept aims to enhance the Site with a structure that is in scale with the mixed-use development found on Southampton Street and to be consistent with the character of the neighborhood, while improving the quality of the design and construction on the site. The Project aims to create an architectural element that marks the location with a new retail space and highlights the introduction of new construction co-existing with the urban fabric of the larger block.

The Project's high bay single-story volume will be clad in architectural metal panels and will feature a glassy retail space at the front of the building facing Southanmption Street. Both the primary site and pedestrian entrances to the Project will face Southampton Street, while secondary entries will be provided on the east an west sides of the building and site. This primary access from Southampton Street will help to minimize commercial truck traffic on the adjacent side streets.

3.4 Height and Massing

The massing of the Project has been designed to maintain the scale of the existing structure and its realtionship with other nearby structrues on Southampton Street. By retaining the existing building footprint, the face of the building maintains a close and pedestrian-friendly relationship to the public sidewalk along Southampton Street. Proposed landscaping will soften both the public sidewalk and the space between the sidewalk and the building, and pedestrian access directly from the public sidewalk to the new front showroom entrance will help to strengthen the walkability of this block of Southampton Street.

3.5 Facade Design, Fenestration, and Building Materials

The facade and fenestration concept for the Project is intended to upgrade the outdated and deteriorating industrial appearance of the existing structure and to create a clean, contemporary, and user-friendly structure that will invite the public onto the site. New construction will utilize articulated architectural metal panels, and significant amounts of glazed window and curtain wall elements at the front of the building facing Southampton Street.

3.6 Exterior Signage and Lighting

The Project will allow for the integration of appropriately scaled retail building identification signage above the storefront and entrance. Any necessary exterior way finding signage will be designed to be compatible with exterior building materials and the graphic identity of the Project.

Exterior lighting will be both pole-mounted and building-mounted LED lighting to illuminate building entrances, ground surfaces, and pedestrian and vehicluar pathways, with particular attention paid to limiting light spill off the site.

3.7 Site Design

3.7.1 Open Space and Landscaped Areas

The existing site currently has limited landscaping. The redeveloped site will integrate landscpaing into the public sidewalk and the on-site parking areas, both to provide differentiation between customer and non-customer areas, and to provide shade and relief from the otherwise hard surface treatments requried at a car dealership. Landscaping will be designed to be approriate for the local environment, and plantings will be spedified for low maintaenance and low water consumption.

3.7.2 Pedestrian Circulation

The Project's design will safely accommodate pedestrians, from arrival through parking to building access. The Project will maintain the existing 10 foot wide sidewalk on the northerly side of Southampton Street adjacent to the site.

3.7.3 Parking and Vehicular Circulation

Automobiles will access the site from Southampton Street, as will service vehicles. Side streets will provide secondary access and egress.

3.8 Sustainable Design

The Proponent is working to maximize sustainability as much as feasible by evaluating multiple measures. Sustainable design elements currently under consideration for incorporation into the construction of the Project and its on-going operations include the following:

Sustainable Construction

- Re-use of existing building structure elements (foundations, columns, roof structure).
- Elimination of CFC-based refrigerants from building HVAC systems (existing equipment to be removed and replaced).
- Erosion and sedimentation control in landscape and site construction areas.
- Sustainable site drainage systems.
- Use of low-VOC products (paints and sealants) on building exterior.
- Use of high-R insulation products in building wall and roof assemblies.
- Use of sustainable products with relatively high re-cycled content in the new construction.
- Use of high efficiency water-saving plumbing fixtures.
- Provision of automatic sensors and water-saving flush valves on plumbing fixtures.
- Installation of high-efficiency HVAC systems.
- Use of all LED light fixtures at exterior and interior spaces.
- Provision of automated controls for all light fixtures.
- Control of exterior visibility of non-emergency interior lighting, including provision of automatic after-hours controls.
- Shielding of exterior site lighting to minimize horizontal and vertical light pollution off-site.

Sustainable Operations and Maintenance

- Annual Inspection and maintenance of all stormwater system components.
- Minimized frequency of use of gas-powered equipment, and replacement with electric-powered or manual equipment where feasible.
- Pre-treatment of paving for ice prevention; use of de-icers other than calcium- and sodium chloride, whenever possible.
- Minimized frequency of exterior cleaning; use of cleaning products (bio-degradable) efficiently. use of sustainable cleaning products.
- Minimized use of chemicals, toxins, etc., in control of exterior pests.
- Minimized use of chemical fertilizer in landscape areas.
- Establishment of a sustainable purchasing program to cover lower-cost consumable items, such as paper products, toner cartridges, binders, batteries and desk accessories, such items being made for recycled content, rapidly renewable, etc.

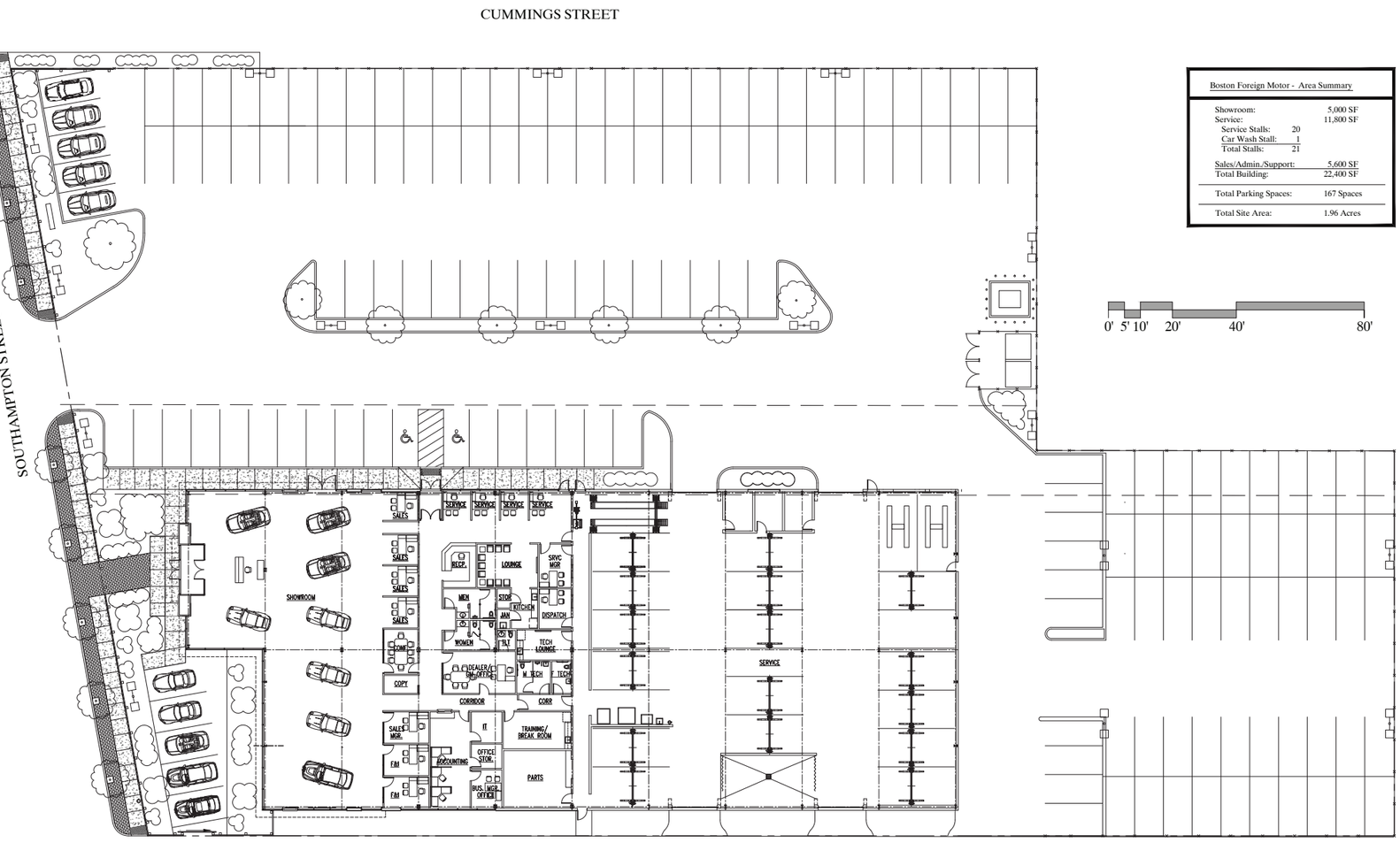
- Establishment of a sustainable purchasing program to cover higher-cost electrical items, such as computers, copiers, and appliances.
- Maintaining a policy for procuring sustainable materials for future facilities renovations (partitions, ceilings, carpets, finishes, etc.).
- Development and implementation of an interior cleaning policy requiring use of sustainable cleaning products and equipment, training of maintenance personnel, etc.

The Proponent will also work with other business owners in the neighborhood to encourage use of nearby public transit by their employees, through considering possible use of shuttle service and similar incentives.

3.9 Design Submission and Project Drawings

Figures 3-1 through **3-4** more fully illustrate the design and include the following figures and illustration:

Figure 3-1 Proposed Site Plan
Figure 3-2 Proposed Floor Plan
Figure 3-3 South, West and East Elevations
Figure 3-4 Eye-Level Perspective from Southampton Street



Boston Foreign Motor - Area Summary

Showroom:		5,000 SF
Service:		11,800 SF
Service Stalls:	20	
Car Wash Stall:	1	
Total Stalls:	21	
Sales/Admin./Support:		5,600 SF
Total Building:		22,400 SF
Total Parking Spaces:		167 Spaces
Total Site Area:		1.96 Acres

ROTH & SEELEN, INC.
ARCHITECTURE
INTERIOR DESIGN
PLANNING

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Hingham, MA. 02043

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Fax: 749 - 9909

Consultants:

Project Number:

Drawn By:
DLR

Checked By:
JKS

Date:
9/8/16

Revision	Date	By

Project:

BOSTON FOREIGN MOTORS

202 Southampton, Street
Boston, MA

Job North

Drawing Title:

CONCEPT DESIGN - SITE PLAN

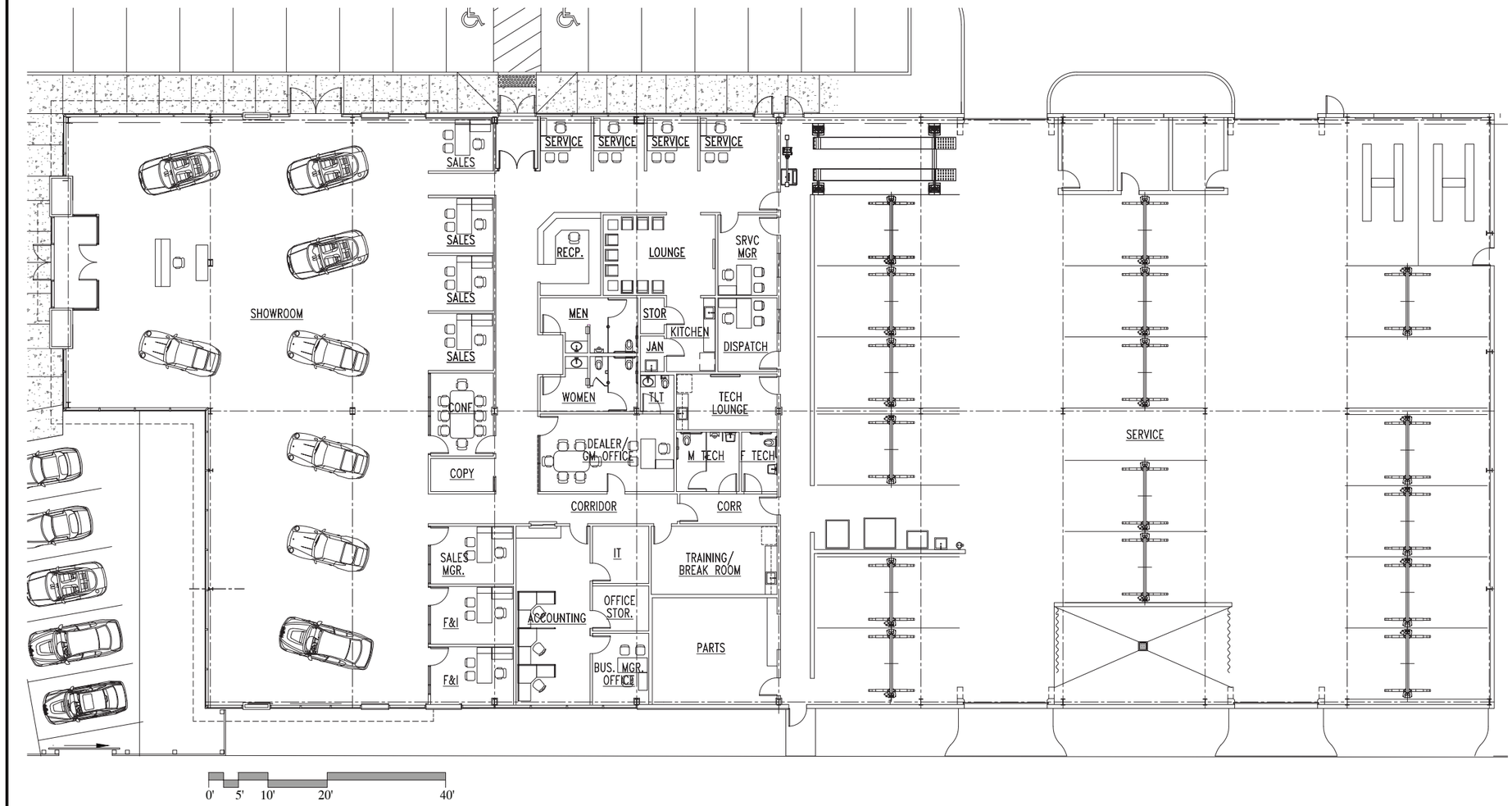
Scale:
NTS

Drawing Number:

A-1

Set:

Figure 3-1
Proposed Site Plan



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Revision	Date	By

Project:

BOSTON FOREIGN MOTORS

202 Southampton, Street
Boston, MA

Job North

Drawing Title:

CONCEPT DESIGN - FLOOR PLAN

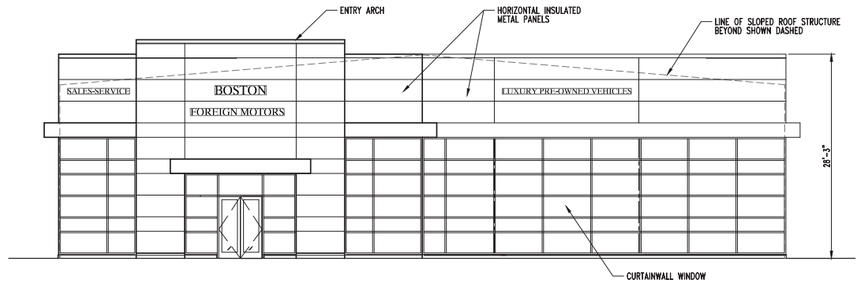
Scale:
NTS

Drawing Number:

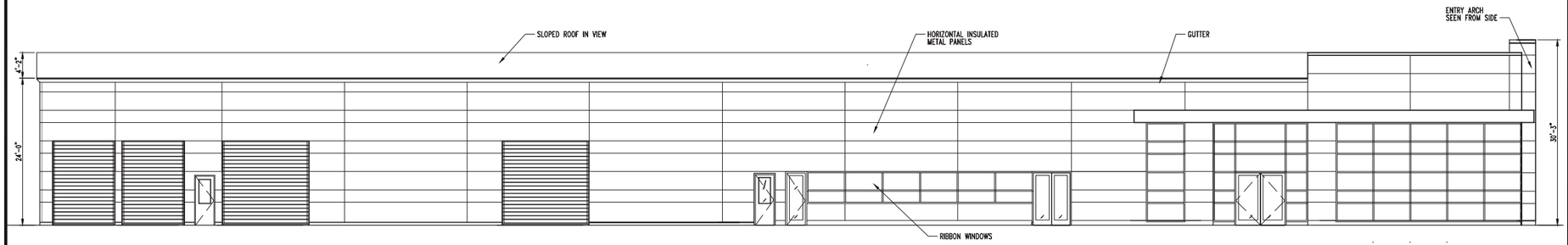
A-2

Set:

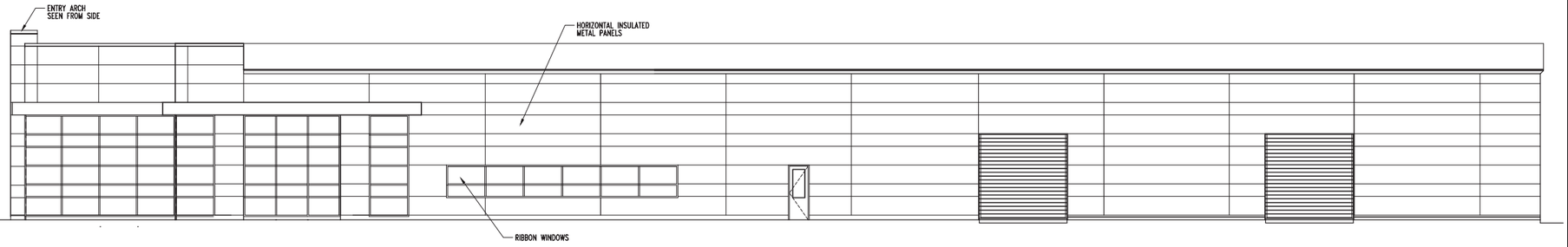
Figure 3-2
Proposed Floor Plan



SOUTH ELEVATION AS SEEN FROM SOUTHAMPTON STREET



WEST ELEVATION AS SEEN FROM CUMMINGS STREET



EAST ELEVATION AS SEEN FROM MOORE STREET

ROTH & SEELEN, INC.
ARCHITECTURE
INTERIOR DESIGN
PLANNING

50 South Street
Hingham, MA. 02043

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Fax: 749 - 9909

Consultants:

Project Number:

Drawn By:
DLR

Checked By:
JKS

Date:
9/8/16

Revision	Date	By

Project:

BOSTON FOREIGN MOTORS

202 Southampton, Street Boston, MA

Drawing Title:

CONCEPT DESIGN - EXTERIOR ELEVATIONS

Scale:
NTS

Drawing Number:

A-3

Set:

Figure 3-3
South, West and East Elevations

Figure 3-4
Eye-Level Perspective from Southampton Street

4.0 TRANSPORTATION, PARKING AND VEHICULAR / PEDESTRIAN ACCESS

4.1 Introduction

The Project is subject to Article 80 Small Project review, which does not require a formal transportation analysis or traffic study. However, to document the impacts of the Project, Howard Stein Hudson (HSH), the Project's transportation engineer, has conducted an evaluation of the transportation impacts of the proposed development. This study includes an evaluation of the existing conditions, trip generation characteristics, proposed site access and circulation, and parking supply.

The Project consists of a new auto dealership (Boston Foreign Motor) located at 202 Southampton Street, in Boston's Newmarket District. The Project will renovate the existing building on the Project site and will consist of approximately 5,000 gsf showroom space, 5,600 gsf of sales and office space, and 11,800 gsf of vehicular service space, including 20 services bays and 1 car wash bay. Additionally, the Project will provide approximately 166 parking spaces, 44 of which will be allocated for customer and employee parking. The remaining 122 spaces will be allocated for vehicle inventory and showcasing.

4.2 Existing Condition

The site currently contains an existing building occupied by Waldo Bos., a masonry construction materials wholesaler. Waldo Bos. is open from 6:30 a.m. – 4:00 p.m. and generates vehicular trips from deliveries and patrons visiting the site. Access is provided to the existing site by three driveways. Driveways are located along Southampton Street, Cummings Street, and Moore Street. An additional three loading docks open directly onto Moore Street where trucks are loaded with materials. Cummings Street and Moore Street are both private ways.

To understand the existing operations of the site, HSH observed the loading and vehicular activity on Monday August 22, 2016 between 7:15 – 8:45 a.m. During the site visit, HSH counted the total number of vehicle trips entering and exiting the site, while also noting the approximate size of the trucks that were used to pick up materials. During the peak hour (7:30 – 8:30 a.m.), 47 vehicles were observed entering or exiting the site. A total of 11 vehicles (23%) were heavy vehicles, and 31 vehicles were either pick-up trucks, sport utility vehicles (SUVs), panel trucks, or vans. Customers typically parked on-site and entered the building to place an order, and then relocated their vehicle to the loading area where the vehicles would be loaded with materials. Vehicles typically idle while parked along Moore Street near the three loading docks along the east side of the building where they would be loaded.

4.3 Trip Generation

To estimate the number of trips expected to be generated by the Project, data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*[1] were used. ITE provides data to estimate the total number of vehicular trips associated with the Project.

To estimate the number of vehicular trips for the Project, the ITE land use code (LUC) 841 – Automobile Sales was used. The Automobile Sales land use includes dealerships typically located along major arterials with abundant commercial development. Automobile services, parts sales, and used car sales may be available.

The trip generation data for the existing and proposed uses is summarized in **Table 4-1**.

Table 4-1 Project Trip Generation

Period	Direction	Existing Trips[1]	Proposed Trips[2]	Net New
Daily	In	N/A	362	N/A
	Out	N/A	362	N/A
	Total	**N/A**	**724**	**N/A**
a.m. Peak Hour	In	25	32	7
	Out	26	11	-15
	Total	**51**	**43**	**-8**
p.m. Peak Hour	In	0	23	23
	Out	0	34	34
	Total	**0**	**57**	**57**

1. Based on on-site observations on Monday August 22, 2016
2. LUC 841 – Automobile Sales, based on 22,400 square feet, average rate

As shown in **Table 4-1**, the existing uses on the site generated 51 total trips during the weekday a.m. peak hour (25 entering and 26 exiting). The existing uses on the site are not open during the weekday p.m. peak hour. The Project is estimated to generate approximately 43 vehicle trips (32 entering and 11 exiting) during the weekday a.m. peak hour, resulting in an overall reduction of 8 vehicle trips when compared to the existing uses on the site and 57 new vehicle trips (23 entering and 34 exiting) during the weekday p.m. peak hour.

4.4 Site Access and Circulation

The proposed ground floor site plan is provided in **Figure 3-1** in the prior Design Component section**.** Primary vehicular access will be provided via a curb cut along Southampton Street along the south side of

[1] Trip Generation Manual, 9th Edition; Institute of Transportation Engineers; Washington, D.C.; 2012.

the site. An additional three curb cuts will be located along Moore Street, the southern two curb cuts will provide access to the service bays, and the last curb cut will provide access to the parking area. The primary pedestrian access is provided along the Southampton Street main entrance to the showroom. There are 20 service stalls for vehicle maintenance and one stall for car washes located on the north side of the building.

4.5 Transit

The Project Site is located within walking distance to several public transportation alternatives including two bus routes, a commuter rail station, and the Red Line. The CT3 bus with service from Beth Israel Deaconess Medical Center to Andrew Square and the 10 bus with service from City Point to Copley Square Via Andrew Station operate with service along Southampton Street, less than 1,000 feet from the Site. Andrew Station of the Red Line and Newmarket Station of the Fairmount Commuter Rail Line are located less than one-half mile from the Project site and offer service to South Station and Cambridge to the north and points south.

4.6 Parking

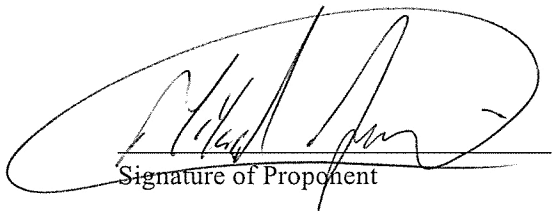
The Project is expected to supply a total of 176 parking spaces on site. A total of 44 parking spaces, including two handicapped spaces, will be provided for visitors and employees, resulting in a parking ratio of 2 spaces per 1,000 sf of commercial space, as required by the Code. A total of 118 parking spaces will be for new and used vehicles for sale. Many of the parking spaces will be tandem spaces in order to provide the most efficient vehicle storage for the site. An additional 14 spaces will front on Southampton Street to showcase some of the vehicles for sale. The showroom will accommodate more vehicles on display.

4.7 Conclusion

The Project is not expected to generate a significant amount of vehicular traffic. Additionally, due of the removal of the existing uses on the site, the Project is expected to result in a reduction of vehicle trips during the a.m. peak hours. All vehicular activity will take place on-site and will require fewer heavy vehicle traffic than the existing sites uses. The Project is also providing an adequate parking supply for the businesses customers and employees. The surrounding transportation infrastructure has the capacity to accommodate the Project without any mitigation measures.

5.0 PROJECT CERTIFICATION

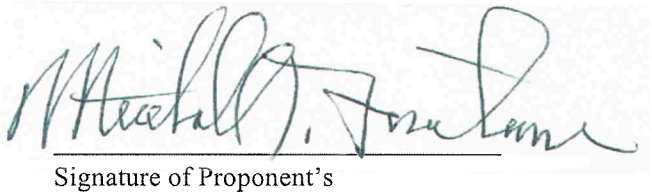
This SPRA form has been circulated to the Boston Redevelopment Authority as required by Article 80E of the Boston Zoning Code.



Signature of Proponent

9/16/16
Date

Milad Farahani, General Manager
Boston Foreign Motor



Signature of Proponent's Representative

9/16/16
Date

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MLF
CONSULTING LLC

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