



1470 Tremont Street

Mission Hill (Boston), Massachusetts

Mixed-use Residential/Commercial Development

Small Project Review Application

Submitted pursuant to Article 80E of the Boston Zoning Code

Submitted to

Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Submitted by

1470 Tremont Street, LLC
c/o Savage Properties
1607 Tremont Street, Suite No. 1
Boston, Massachusetts 02120

Prepared By

Mitchell L. Fischman ("MLF Consulting"), LLC
41 Brush Hill Road
Newton, Massachusetts 02461

In Association with

Hacin + Associates
Howard Stein Hudson
Dain, Torpy, Le Ray, Wiest & Garner, P.C.
Civil Environmental Consultants



February 12, 2016

Brian Golden, Director
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201
Attn: John Campbell, Project Manager

Re: 1470 Tremont Street, Mission Hill
Small Project Review Application

Dear Director Golden:

1470 Tremont Street, LLC (the "Proponent") is pleased to submit this Small Project Review Application ("SPRA"), in accordance with Article 80C of the Boston Zoning Code, for 1470 Tremont Street, a mixed-use residential and commercial development, located at the intersection of Tremont and Sewall Streets in the Mission Hill Neighborhood of Boston (the "Project Site"). The SPRA is necessitated because more than fifteen (15) residential units are being proposed.

The Project Site is a consolidation of seven (7) parcels of land into one (1) parcel, totaling 10,213 square feet. At the Project Site, there currently is an existing wood-frame 2-Family Dwelling (1470 Tremont Street) and a total of six (6) masonry row-houses on Tremont and Sewall Streets (1472 & 1474 Tremont Street and 2, 3, 4, & 5 Sewall Street), altogether consisting of eight (8) market rate residential units with a total of thirty-four (34) bedrooms.

The development at the Project Site will entail the demolition of 1470 Tremont Street (the wood-frame 2-Family Dwelling) at the corner of Tremont and Sewall Street, and incorporate a combination of new architecture and construction with the existing masonry row-houses, creating a total of three (3) buildings on the Project Site (the "Project"). The two (2) masonry row-houses at 1472 & 1474 Tremont Street will remain as two (2) attached row-houses, and will be fully renovated at an architecturally accurate style to when these buildings were built. The third building will be addressed 1-3 Sewall Street, which will consist of the existing masonry row-houses on Sewall Street, which front and side facades will be preserved and renovated, along with attaching a newly constructed 4-story addition at the corner of Tremont and Sewall Streets and a newly constructed 5-story building addition set back from Sewall and Tremont Streets.

Together, all three (3) buildings of the Project will have a total of 35,837 gross square feet, which will include a total of thirty-three (33) residential units, with forty-eight (48) bedrooms, corner retail space (1,480+/- gross square feet), ten (10) newly created garage parking spaces, and covered storage for 33 bicycles. The Project will have a total net residential unit count gain of twenty-five (25) additional units, which will comply with the Mayor's Inclusionary Development Policy (IDP) regarding affordable housing. The Project will have a total net bedroom count gain of fourteen (14) bedrooms, with a diverse residential unit mix, consisting of: four (4) four-bedroom duplexes, three (3) two-bedroom units, fourteen (14) one-bedroom units, and twelve (12) studios.

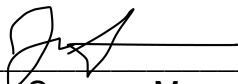
The Project's newly created retail space at the corner of Tremont and Sewall Street will be part of the 1-3 Sewall Street building, but will have an address of 1470 Tremont Street. This commercial space will enliven the pedestrian activity on Tremont Street. The new residences will provide for much needed housing in Mission Hill. The Project Site is convenient to bus service along Tremont Street and to both the Roxbury Crossing Orange Line and Brigham Circle Green Line MBTA stations.

The Proponent has met with various neighborhood groups and other stakeholders about the Project. The Mission Hill Community has expressed great interest in the Project and has given helpful feedback on the proposed program and preliminary design. The Proponent will enter into a binding commitment with the Mission Hill Neighborhood specifying that full-time undergraduate students will not be allowed to lease the Project's residential units. 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.

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 Mission Hill, the Tremont Street mixed use neighborhood corridor, and the City of Boston.

Sincerely,

1470 TREMONT STREET, LLC



Jason Savage, Manager

Enclosure: 1470 Tremont Street, Mission Hill, Small Project Review Application

cc: John Campbell, BRA
Mitchell L. Fischman, MLF Consulting LLC
Don Wiest, Dain, Torpy, Le Ray, Wiest & Garner

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application (“SPRA”) is being submitted by Savage Properties, LLC (the “Proponent”) in accordance with Article 80, Section 80E, of the Boston Zoning Code (“the Code”). The Proponent is excited to propose 1470 Tremont Street – a new, mixed-use development (the “Project”) that includes 1472-1474 Tremont Street and 1-3 Sewall Street, located at the important corner of Tremont and Sewall Streets in Mission Hill (the “Site”). The Project will supply much-needed additional housing to the Mission Hill neighborhood, and it will combine striking, contemporary architecture with the preservation of several charming existing buildings at the Site to further the ongoing redevelopment of Mission Hill’s Tremont Street corridor.

The Site, which is approximately 10,213 square feet in area, presently contains several puddingstone-façade row houses: two at 1472-1474 Tremont Street, which will be extensively renovated, and four along Sewall Street, the facades of which will be retained and incorporated into a new, five-story residential building set back behind the existing Sewall Street facades and the row house buildings along Tremont Street. In total, the Project area will be approximately 35,837 gross square feet. The Project’s visual point of emphasis will be a modern, four-story component at the corner of Tremont and Sewall Streets. This vertical element will bridge between the existing stone buildings on Tremont and Sewall. At the ground-floor level, it will feature a prominent and attractive, high-ceiling, restaurant/retail space that will bring more pedestrian activity to this part of Tremont Street.

The Project’s overall impacts need to be understood and assessed against the backdrop of the existing residential occupancy at the Site. As noted above, the Site is not a vacant one: it presently contains eight separate residential units in seven buildings. These units include a total of 34 bedrooms. The Project will contain 33 separate units with a total bedroom count of 48. Because the Project will result in a net gain of just 14 bedrooms, it will significantly reduce the average number of residents per unit at the Site. Furthermore, in accordance with the wishes of the Mission Hill neighborhood, the Proponent will enter into a binding commitment that full-time undergraduate students will no longer be allowed to lease units at the Site. The Project’s net impacts, when compared to current conditions, will therefore be minimal.

The Site presently includes no parking. The Project will add 10 garage parking spaces, accessed from Sewall Place, along with racks for 33 bicycles. The Site offers excellent transit access to downtown Boston: it is within a 5-10 minute walk to both the Roxbury Crossing Orange Line and Brigham Circle Green Line MBTA stations. In addition, bus service along Tremont Street will connect the Project’s residents to downtown and the Longwood Medical Area.

The Project will comply with the Mayor’s Inclusionary Development Policy (IDP) regarding affordable housing.

1.2 Proposed Project

1.2.1 Project Site and Context

The Project incorporates multiple abutting parcels with a total lot size of 10, 213 SF. The Site currently contains two existing stone-façade row houses at 1472-1474 Tremont Street, which will be fully renovated, an existing, wood-frame residential structure at 1470 Tremont Street, which will be demolished, and four existing stone-façade row houses at 2-5 Sewall Street, which will be incorporated into the new building addition. There are currently 8 apartment residences on the Site. The Proponent's 1478-1484 Tremont Street mixed-use residential development (under construction) is adjacent to the Site's existing buildings at 1472-1474 Tremont Street. Along Sewall Street to the rear of the Site, there are multiple buildings (6-7 and 8-9 Sewall Street) situated between the Project and Gibbons Playground on Delle Avenue. See **Figure 1.2-1** for Project locus and **Figure 1.2-2** for Project aerial.

It is anticipated that the existing utilities in the adjacent streets have adequate capacity to serve the Project. The sewer line on Tremont Street is a 12" PVC sanitary sewer main, and has sufficient capacity for the estimated gallons per day required for the Project. In addition, because all the main water supply lines were constructed between 1979 and 2002, they should provide more than adequate pressure and flow for the Project. The proposed water, sewer, and drain connections will comply with BWSC requirements.

The Stormwater Management System will be designed to infiltrate the roof stormwater runoff into the ground in accordance with BWSC and DEP policy. Erosion and sediment controls will be implemented during construction.

Please see neighborhood photographs showing further context for the Project (**Figures 1.2-3** thru **1.2-4**).

1.2.2 Project Description

The Project consists of a mixed-use residential and commercial development, including both the renovation of multiple existing townhouses and construction of a new 5-story building. Together, the Project buildings will include thirty-three (33) residential units, with a total of 48 bedrooms, 1,480 gsf of retail space, 10 garage parking spaces, and covered storage for 33 bicycles occupying approximately 35,837 gross square feet of total floor area. The preliminary unit breakdown is for 4 four-bedroom duplexes, 3 two-bedroom units, 14 one-bedroom units, and 12 studios. The garage parking spaces will be accessed from Sewall Place, a 22-foot wide private way located at the south side of the building off of Sewall Street.



Figure 1.2 - 1
Project Locus



Figure 1.2 - 2
Project Aerial



View A

View of 1470-1474 Tremont Street and Both Sides of Sewall Street From Across Tremont



View B

View of 1472-1474 Tremont Street and 1478-1484 Tremont (Under Construction) From Across Tremont Toward Brigham Circle

Figure 1.2 - 3
Neighborhood Context Photographs



View C
View of 2,3,4, and 5 Sewall Street and Adjacent Buildings From Tremont Street



View D
View of Buildings Adjacent to Sewall Place, a 22-foot Private Way Off Sewall Street

Figure 1.2 - 4
Neighborhood Context Photographs



View E
View of Opposite Side of Tremont Street Towards Brigham Circle



View F
View of Tremont Street Toward Columbus Avenue

Figure 1.2 - 5
Neighborhood Context Photographs

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 *Project Proponent*

The 1470 Tremont Street Proponent is Savage Properties, a Boston based developer, focused on creating exceptionally designed mixed-use places through the preservation and reuse of historic properties or through the construction of new context sensitive buildings. Savage Properties has been operating as a development and management company in the Mission Hill neighborhood for sixteen years, during which time they have restored a number of the neighborhood's historic structures in addition to having constructed several new infill projects. In 2015, Savage Properties and its principals, Jason and Melanie Savage, received the Historic Preservation Award from Mission Hill Main Streets. Jason Savage is additionally an owner of the high-quality 1478-1484 and 1467 Tremont Street developments. 1478-1484 Tremont Street is a BRA approved project for a 75,000 gsf, mixed-use building, which is directly adjacent to the Project, with completion expected in April 2016. 1467 Tremont Street is a BRA approved project for an 18,000 gsf mixed use building at 1467 Tremont Street, directly across from the Project, and the construction is anticipated to commence in April this year. This month, Savage Properties commenced construction on the recently approved BRA project at 40 Fisher Avenue, which is a 24,000 gsf residential building. As a company, Savage Properties is committed to promoting the creation of walkable, human scaled places that enhance local economies, improve public health, and build stronger communities. Savage Properties has formed a single purpose entity known as 1470 Tremont Street, LLC, which will hold title to the Project and enter into agreements with the City, as necessary.

2.1.2 Development Team

Table 2-1 1470 Tremont Street - Project and Team Information	
Project Name	1470 Tremont Street
Project Location	1470 and 1472-1474 Tremont Street and 1-3 Sewall Street Mission Hill (Boston), MA
Property Owner	The Project Site is owned by 1470 Tremont Street, LLC
Project Proponent/Developer	Savage Properties, LLC 1607 Tremont Street, Suite No. 1 Boston, MA 02120 Phone: (617) 713-4444 <u>Contacts:</u> Jason Savage Phone: (617) 697-8998 Melanie Savage Phone: (617) 697-8397
Architect	Hacin + Associates 112 Shawmut Avenue, Studio 5A Boston, MA 02118 Phone: (617) 426-0077 <u>Contacts:</u> David Hacin David Tabenken Russell Higgins
Environmental Consultant	Wilcox & Barton, Inc. Derry, NH Phone: (888) 777-5805

Permitting Consultant	<p>Mitchell L. Fischman Consulting (“MLF Consulting”) LLC 41 Brush Hill Road Newton, MA 02461 Phone: (781) 760-1726 Website: http://www.bostonpermitting.com</p> <p><u>Contact:</u> Mitchell L. Fischman, Principal</p>
Transportation Planner/Engineer	<p>Howard Stein Hudson 11 Beacon Street Suite 1010 Boston, MA 02108 Phone: (617) 482-7080 Website: http://www.hshassoc.com</p> <p><u>Contact:</u> Joe SanClemente, P.E., AICP</p>
Legal	<p>Dain, Torpy, Le Ray, Wiest & Garner 745 Atlantic Avenue, 5th Floor Boston, MA 02111 Phone: (617) 542-4874</p> <p><u>Contact:</u> Donald Wiest</p>
Civil Engineer	<p>Civil Environmental Consultants 8 Oak Street Peabody, MA 01960 Phone: (978) 531-1119</p> <p><u>Contact:</u> Ken Bouffard</p>
Estimated Construction Commencement	Third Quarter 2016
Estimated Construction Completion	First Quarter 2018
Approximate Construction Cost	\$8.5 Million
Status of Project Design	Schematic

2.2 Public Benefits

The Project will result in a number of public benefits for the Mission Hill community, as well as for the city of Boston. These benefits include:

- ◆ Creating much-needed new housing;
- ◆ Improving the existing streetscape by providing active new restaurant/retail uses along Tremont Street;
- ◆ Restoring and revitalizing the character of the puddingstone buildings on Tremont and Sewall Streets;
- ◆ Furthering Mission Hill’s community planning and zoning objectives;
- ◆ Providing additional property tax revenue to the city;
- ◆ Creating construction-related employment opportunities; and
- ◆ Prohibiting rental leasing to undergraduates in order to address community concerns about impacts from undergraduate students residing in Mission Hill.

2.3 Regulatory Controls and Permits

2.3.1 Zoning District

Map 6D of the Boston Zoning Maps indicates that the Project Site is located within two zoning subdistricts established by the Mission Hill Neighborhood District, Article 59 of the Boston Zoning Code (the “Code”): (1) the Tremont Street NS (Neighborhood Shopping) Subdistrict, and (2) a Rowhouse, or RH Subdistrict. The Site is not located within any overlay district.

2.3.2 Project Uses

The Project’s principal use, multifamily residential housing, is designated as an allowed use within the RH Subdistrict. Multifamily residential use is also allowed on the second story and above in the NS Subdistrict. The Project’s retail/restaurant component proposed for the corner of Tremont and Sewall Streets, which is within the NS Subdistrict, is allowed at this location as well. Accessory parking is an allowed use within the RH Subdistrict, and at the basement and first story levels in the NS Subdistrict.

2.3.3 Applicable Dimensional Regulations

The Project will conform to the dimensional regulations of the Code as follows:

Dimensional Regulation	As-of-Right Condition in RH Subdistrict	As-of-Right Condition in NS Subdistrict	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Lot Size	None	None	N/A	None
Minimum Lot Area per Dwelling Unit	1,400 sf for up to 2 units; 700 sf for each additional unit	None	300 sf / unit	Variance
Minimum Lot Width	15 ft	None	Approx. 80 ft	None
Minimum Frontage	15 ft	None	Approx. 80 ft	None
Maximum Floor Area Ratio (FAR)	1.0 FAR	2.0 FAR	3.5 FAR	Variance
Maximum Building Height	3-stories / 35 ft	45 ft	5-stories / 57 ft	Variance
Minimum Usable Open Space per Dwelling Unit	200 sf / unit	50 sf / unit	Approx. 40 sf / unit	Variance
Minimum Front Yard	Contextual; must match existing building alignment	Contextual; must match existing building alignment	Existing building alignment	None
Minimum Side Yard	None	None	0 ft	None
Minimum Rear Yard	25 ft	20 ft	0 ft	Variance

Dimensional Regulation	As-of-Right Condition in RH Subdistrict	As-of-Right Condition in NS Subdistrict	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Number of Parking Spaces	1 space per market rate residential unit; 0.7 spaces per affordable unit; N/A for restaurants with seating	1 space per market rate residential unit; 0.7 spaces per affordable unit; N/A for restaurants with seating	10 spaces	Variance

2.3.4 Parking and Loading

There is currently no off-street parking serving the existing eight (8) residential units at the Site. These units contain a total of 34 bedrooms. The Project, which will result in an additional 14 bedrooms at the Site, will also supply ten (10) off-street accessory parking spaces located in a below-grade parking garage accessed off of Sewall Place.

The Project's parking supply is considered appropriate given the proximity of the Site to numerous excellent public transit alternatives: both the Roxbury Crossing MBTA Orange Line and Brigham Circle MBTA Green Line Stations are within 5-10 minutes of the Site. Because the Project's off-street parking does not conform to the ratio of 1.0 space per residential unit set out in Table J of the Code, relief will be required from the Zoning Board of Appeal for this aspect of the Project.

The Project will not include a dedicated loading bay. Trash and recyclables will be stored within the building and wheeled through a service alley connecting to Tremont Street, to minimize commercial truck traffic on Delle Avenue and Sewall Street. Residential move-in/move-out activity will occur either from Tremont by temporary occupancy permit through the City or within the driveway off of Sewall Street. The curb cut on Sewall Street will be widened, and improved to accommodate vehicles as large as SU-30 (i.e. 30-foot long box truck).

2.4 Public Review Process

The Proponent has met with various neighborhood groups and other stakeholders about the Project. The Mission Hill community has expressed great interest in the Project and has given 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 two existing townhouses as stand-alone dwellings and preserving the facades of four other existing townhouses as part of the new, mixed-use Project building. In total, the Project will be comprised of 33 residential units with ground floor parking and commercial storefront space. The new building, with a maximum height of 57 feet, will be set back significantly from both Tremont and Sewall Streets. The proposed building height and massing appropriately fit within the surrounding neighborhood.

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 **3-28**).

3.1 Site Context

The 1470 through 1474 Tremont Street parcels lie on the south side of Tremont Street situated between Brigham Circle and the Green Line MBTA Station to the west and Roxbury Crossing and the Orange Line MBTA Station to the east. This neighborhood corridor is characterized by a range of building types at different scales, with a mix of residential, commercial, and institutional uses and a range of architectural styles and materials.

The Site is at the corner of Tremont and Sewall Streets. Sewall Street is a one-way street descending Mission Hill from Delle Avenue to the south. Immediately to the south of the Site is a 22' wide private way, Sewall Place, with a number of existing row houses stepping up the incline of Sewall Street beyond. Directly across Sewall Street are three-story brick apartment buildings. Across from the Site to the north is the forthcoming project at 1467 Tremont, a new four-story mixed-use apartment building. Directly adjacent to the Project's Site to the west is the new 75,000 gsf mixed-use development at 1478-1484 Tremont Street. Further down Tremont Street toward Roxbury Crossing are a collection of 3 and 4-story masonry buildings, with ground floor retail storefronts and residences above.

3.2 Building Program

The Project's development program will include approximately 1480 gross square feet of storefront commercial space, one residential lobby, a 10 space covered parking garage at the ground floor, and 33 residential apartments. The total blended (i.e., site-wide) FAR is 3.5, which represents approximately 35,837 gross square feet of floor area as defined by the Code. Building mechanical spaces will be housed in the basement and on the roof. The program also includes a common outdoor space for building residents on the fifth floor, and a series of private outdoor terraces for three residential units.

3.3 Design Concept

The Project's urban design goal is to significantly enhance this Mission Hill mixed-used corridor along Tremont Street by creating a pedestrian friendly environment and providing new housing, a commercial storefront, parking, and useable outdoor space. The design concept aims to infill the Site with a structure

that is in scale with the mixed-use street wall found on Tremont and is consistent with the character of the neighborhood. The Project acknowledges the importance of the corner condition of the Site, appropriately scaled to relate to existing buildings on the street, and creates an architectural element that marks the corner with a new retail space and highlights the introduction of new construction coexisting with the urban fabric of the larger block. The design enhances the distinct character of the existing row houses along Tremont and Sewall Streets, with new construction stepping back from these structures to minimize the visibility of the main portion of the new building.

The Project's 4-story corner volume will be clad in masonry to relate to the existing buildings. It will feature a glassy retail space at the first floor anchoring the corner and relating to the new retail spaces at neighboring 1478 and 1482 Tremont Street, and at 1467 Tremont Street. The 5-story setback volume will be clad with a lighter, rain screen panel system, similar to the adjacent 1478-1484 Tremont development.

The Project's residential entrance is located along Sewall Street. While access to the residential parking will be from Sewall Place, loading and trash pickup will occur through a service alley connecting to Tremont Street, to minimize commercial truck traffic on Delle Avenue and Sewall Street.

The Project's design integrates the building with the scale and materiality of existing neighborhood structures and the forthcoming buildings at 1478-1484 and 1467 Tremont Street. While careful restoration of the existing facades of the Sewall and Tremont Street row houses will reinforce the character of the neighborhood, a more contemporary architectural language and materials will be deployed to provide dialogue between old and new.

3.4 Height and Massing

The massing of the Project has been designed to maintain the scale of the existing Tremont Street structures by placing a 4-story volume at the corner of Sewall and Tremont Streets, while setting back the building's 5-story volume. This massing creates a clear distinction between old and new volumes. The building's 5-story volume is minimized by the existing buildings that step up the steeply sloped Sewall Street toward Delle Avenue.

The building is pulled away from the north property line to align with the façade of the row houses at 1472-1474 Tremont Street, allowing for a wider sidewalk fronting the new retail space. The larger setback at the 5th floor creates a common outdoor space on the roof of the corner 4-story volume. The upper floor setbacks from the east and west property lines allow for the creation of private terraces at the west 2nd floor and setbacks along Sewall Street will minimize impact on the adjacent properties.

3.5 Facade Design, Fenestration, and Building Materials

The facade and fenestration concept for the Project is intended to differentiate between the renovation and new construction. The facades of the existing Tremont and Sewall Street row houses will receive historically appropriate windows with divided lights, along with appropriate lighting, shutters, wood trim, cornices, roof shingles, gutters, downspouts, etc. New construction will conversely utilize larger and more modern windows, cladding materials, and details to create contrast and dialog between old and new.

The 4-story volume at the corner of Tremont and Sewall Streets will be masonry clad to relate to the existing townhouses, albeit detailed in a more contemporary way, and the larger 5-story volume will utilize a panelized rain-screen façade, relating to the more modern rear facades of the adjacent 1478-1484 Tremont Street.

3.6 Exterior Signage and Lighting

The Project will allow for the integration of appropriately scaled retail signage above the retail storefront and entrance by future retail tenants. Building address signage will be incorporated at the residential entrance. Any necessary exterior way finding signage related to the garage entrance and adjacent mechanical and trash rooms will be designed to be compatible with exterior building materials and the graphic identity of the Project.

Exterior lighting, where used, will be primarily indirect LED lighting to illuminate building entrances, ground surfaces, and pedestrian pathways, with particular attention paid to limiting ambient light on site.

3.7 Site Design

3.7.1 Open Space and Landscaped Areas

The corner of the Project will align with the main volumes of the flanking buildings along Tremont Street which will allow space for sidewalk café seating along the retail storefront. A frame will wrap around the corner to Sewall Street and project to the property line, visually reinforcing the corner as well as the “in and out” rhythm of the street. The residential entrance along Sewall Street will be recessed to allow for ease of access, with the building façade of the four-story volume angled to promote visibility from Tremont Street. The narrow spaces at the east, west, and south sides of the Tremont Street row houses allow for service access and egress and will be enclosed at the sidewalk with decorative metal gates. At the south side of the Site, improvements will be made to Sewall Place, a 22 foot-wide private way that will serve as access to the resident parking garage for cars and bicycles.

3.7.2 Pedestrian Circulation

The Project’s design has taken special care in locating the tenant’s 33-bicycle storage area. This area will be located adjacent to the residential lobby, providing direct access to secure bicycle parking. Tenants who park in the garage will also have direct access to the lobby. Retail tenants will be able to access trash rooms and dumpster locations directly through the garage, which will limit the need to bring trash around the corner from Tremont Street.

3.7.3 Parking and Vehicular Circulation

Automobiles will access the parking garage from Sewall Street by way of the private Sewall Place at the south side of the Site. Trash pick up and building loading will occur off of Tremont Street to minimize commercial truck traffic on Delle Avenue and Sewall Street.

3.8 Sustainable Design

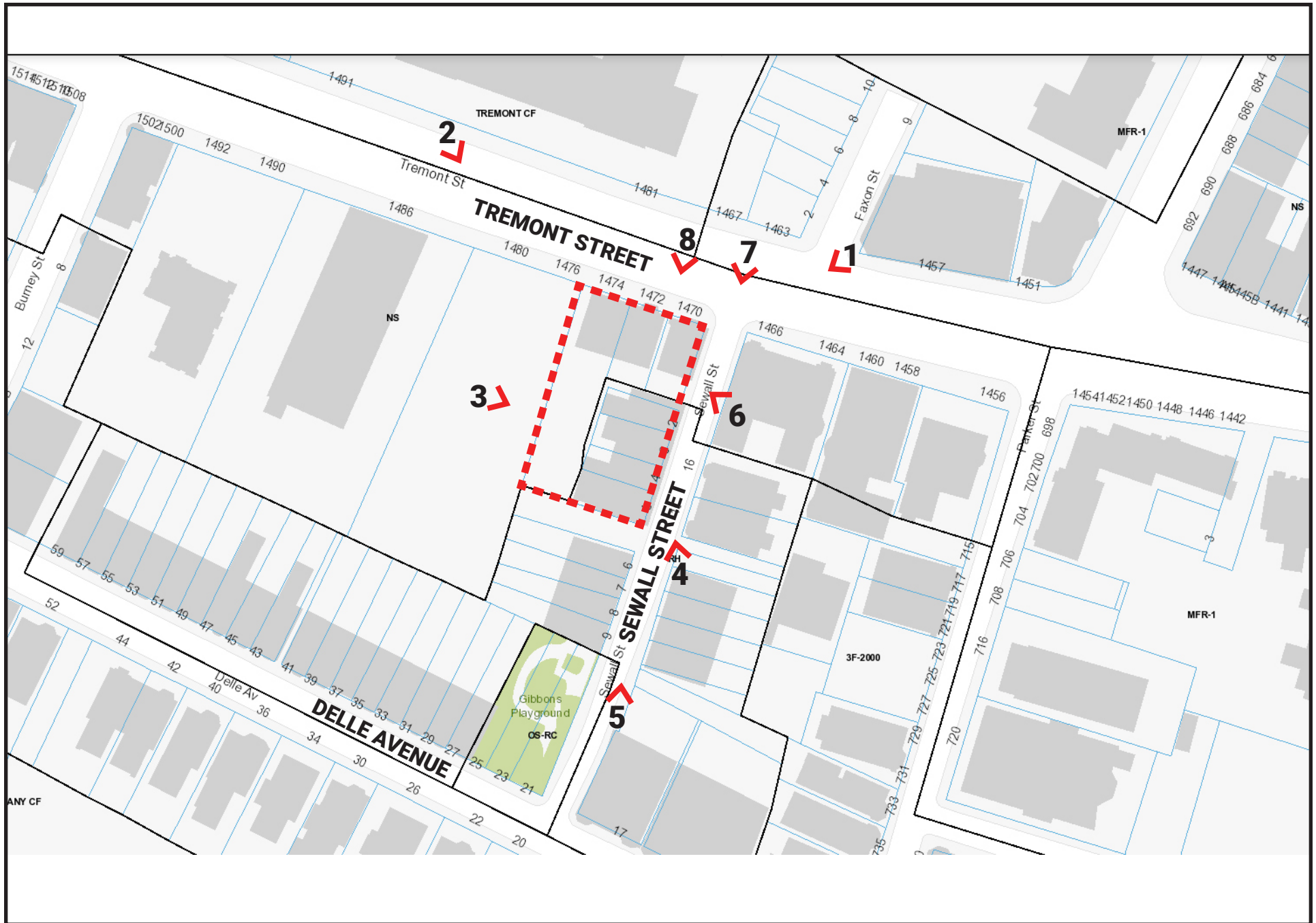
Sustainability informs every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources. The Proponent is working to minimize our energy use as much as possible by evaluating every possible efficiency measure.

3.9 Design Submission and Project Drawings

Figures 3-1 through **3-28** more fully illustrate the design and include the following figures and photographs:

Figure 3.1	Map
Figure 3.2	Site Photograph Key Plan
Figure 3.3	Site Photographs
Figure 3.4	Site Photographs
Figure 3.5	Site Photographs
Figure 3.6	Site Photographs
Figure 3.7	Site Photographs
Figure 3.8	Site Photographs
Figure 3.9	Site Photographs
Figure 3.10	Site Photographs
Figure 3.11	Plot Plan
Figure 3.12	Proposed Site Plan
Figure 3.13	Proposed Basement Plan
Figure 3.14	Proposed Ground Floor Plan
Figure 3.15	Proposed Second Floor Plan
Figure 3.16	Proposed Third Floor Plan
Figure 3.17	Proposed Fourth Floor Plan
Figure 3.18	Proposed Fifth Floor Plan
Figure 3.19	Proposed North-South Section
Figure 3.20	Proposed East-West Section
Figure 3.21	Conceptual Perspective Looking West on Tremont Street
Figure 3.22	Conceptual Perspective Looking East on Tremont Street
Figure 3.23	Conceptual Perspective at Sewall Street Looking to Tremont Street
Figure 3.24	Proposed North Elevation (Tremont Street)
Figure 3.25	Proposed East Elevation (Sewall Street)
Figure 3.26	Proposed South Elevation
Figure 3.27	Proposed West Elevation
Figure 3.28	Conceptual Street Sections







1 1470 TREMONT STREET (01/06/16)

3.3

SITE PHOTOGRAPHS
1470 TREMONT STREET

H+A



2 1470, 1472-1474, 1478-1480 TREMONT STREET (01/06/16)

3.4

SITE PHOTOGRAPHS
1470 TREMONT STREET

H+A



3 REAR OF 1470, 1472-1474 TREMONT STREET AND 2-5 SEWALL STREET (04/15/15)



4 | 2-5 SEWALL STREET AND 1470 TREMONT STREET (01/06/16)

3.6

SITE PHOTOGRAPHS
1470 TREMONT STREET

H+A



5 SEWALL STREET TOWARDS TREMONT STREET (01/06/16)

3.7

SITE PHOTOGRAPHS
1470 TREMONT STREET

H+A



6 REAR OF 1470 TREMONT STREET (01/06/16)

3.8

SITE PHOTOGRAPHS
1470 TREMONT STREET

H+A



7 FRONT OF 1470 TREMONT STREET (01/06/16)

3.9

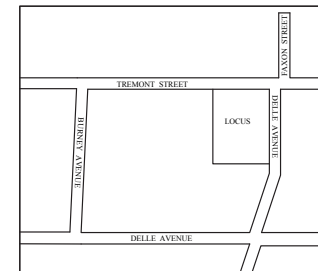
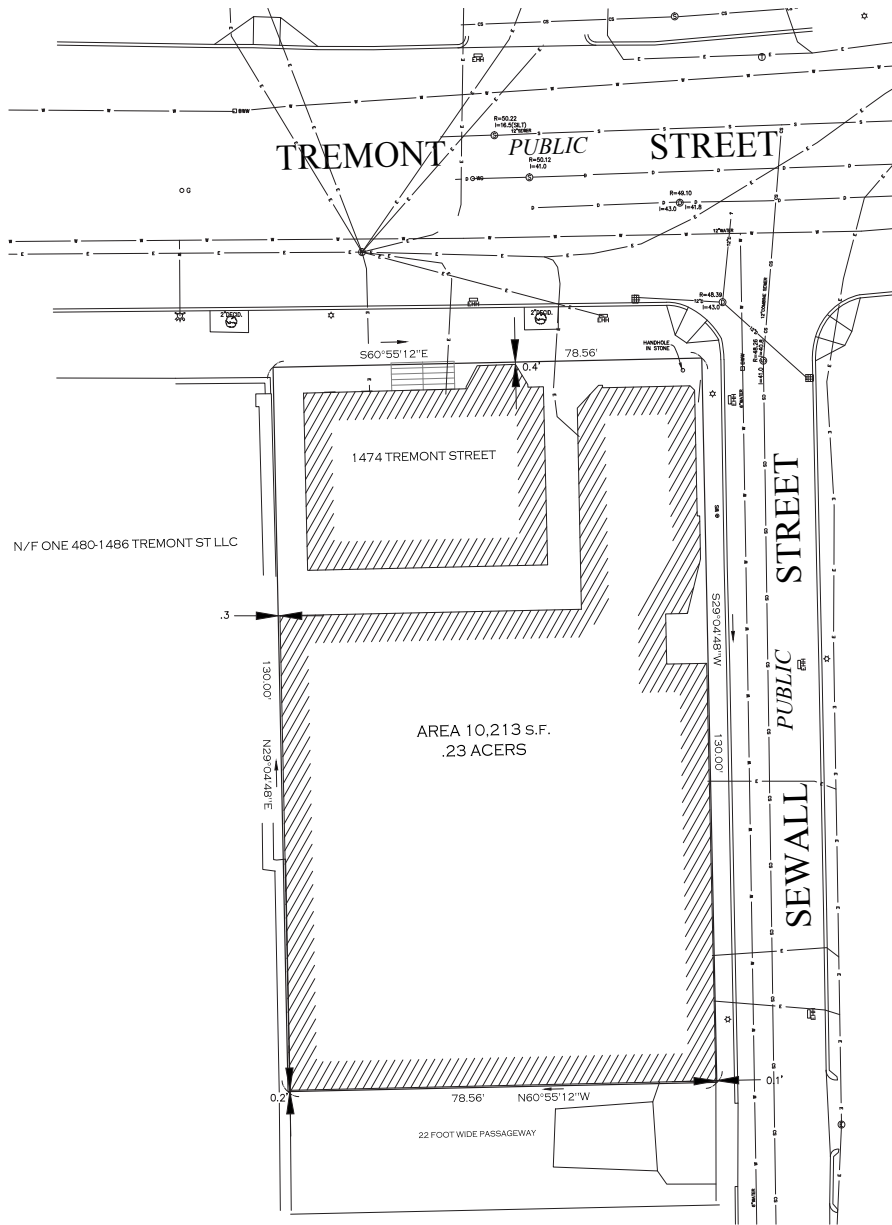
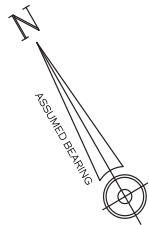
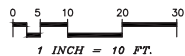
SITE PHOTOGRAPHS
1470 TREMONT STREET

H+A



8 SIDE OF 1470 TREMONT STREET NEAR 1472 TREMONT STREET (01/06/16)

Underground utilities shown are from field observations and record information and are not warranted to be exact nor is it warranted that all underground pipes or structures are shown.



LOCUS NOTES:

OWNER:
JASON & MELINE SAVAGE

DEED REFERENCE:
BOOK 53070, PAGE 119
BOOK 53046, PAGE 228
BOOK 50626, PAGE 318
BOOK 32597, PAGE 205
BOOK 40804, PAGE 285
BOOK 40804, PAGE 287
BOOK 40210, PAGE 349

SUFFOLK COUNTY REGISTRY OF DEEDS
BOSTON, MASS.

PLAN REFERENCE:
PLAN BY WILLIAM GARRETT
JULY 19, 1867 BOOK 925 PAGE 36

I hereby certify that this plan has been prepared in accordance with the Rules and Regulations of the Registers of Deeds of the Commonwealth of Massachusetts.

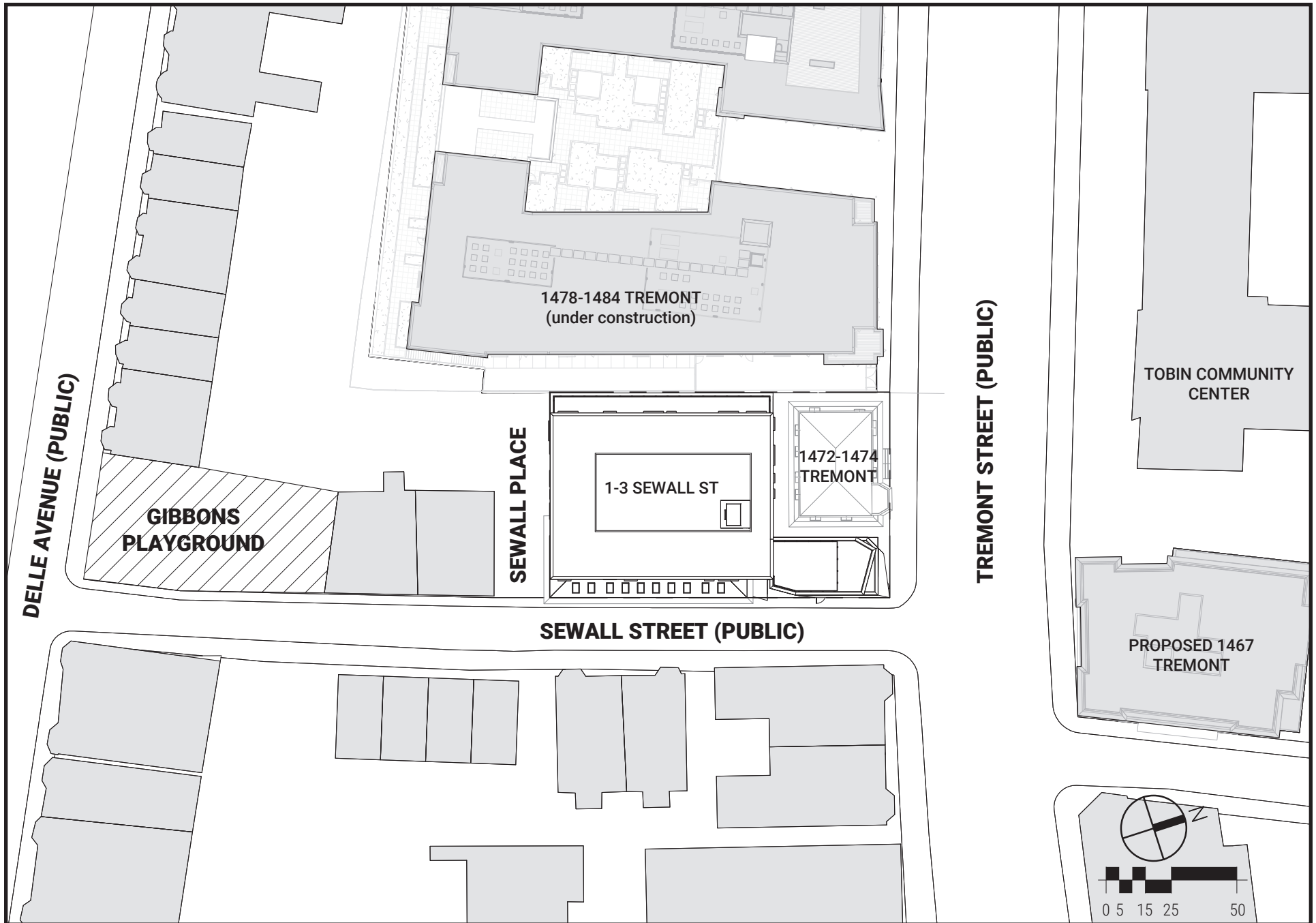
Registered Professional Land Surveyor



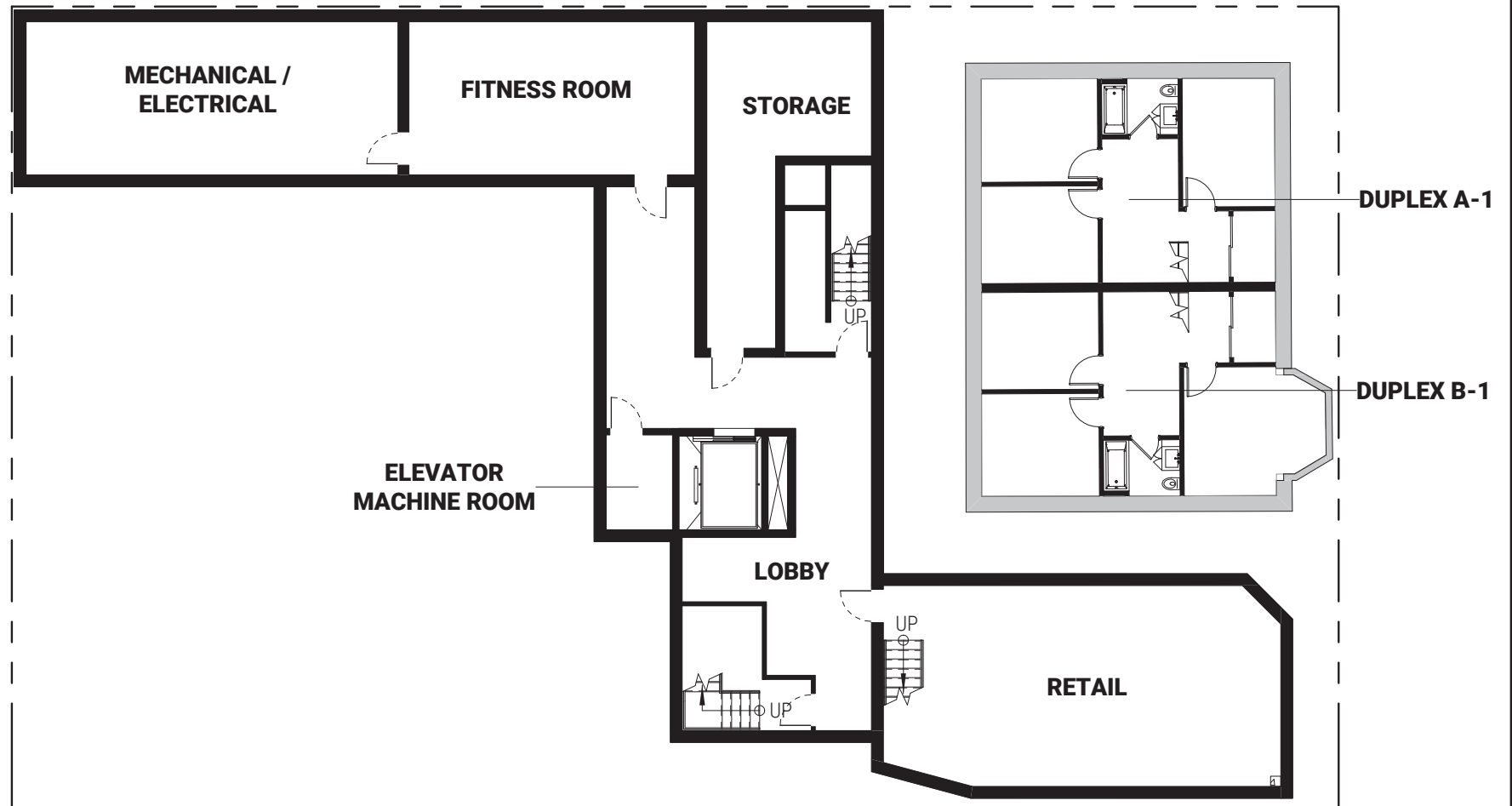
R.E. Cameron & Associates, Inc.
Land Surveyors
Civil Engineers
681 Washington Street, Norwood Massachusetts 02062
Tel: (781) 769-1777 Fax: (781) 769-8644

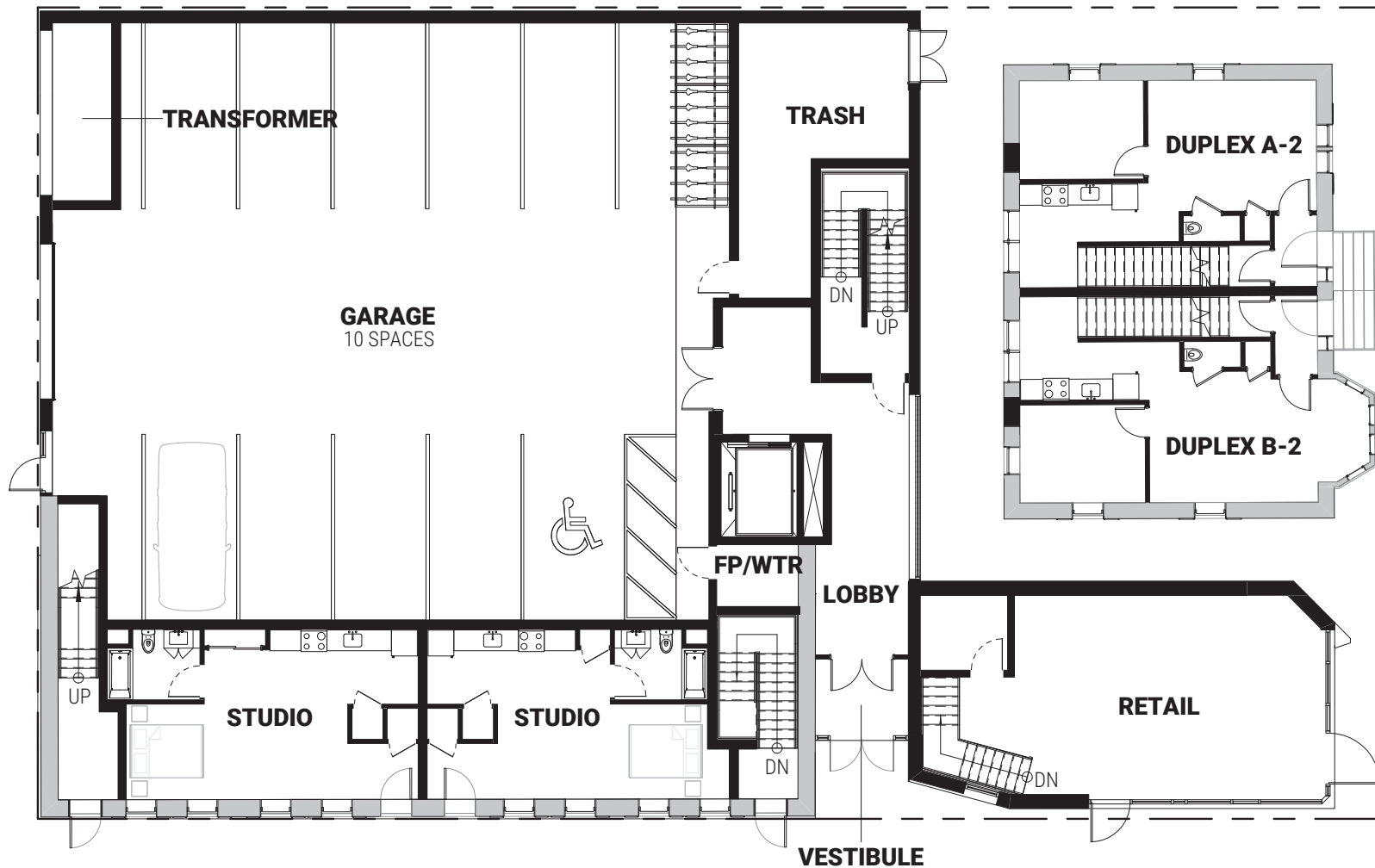
CONSOLIDATED PLOT PLAN
1470-1474 TREMONT STREET
1-5 SEWALL STREET
Boston (Roxbury) Massachusetts

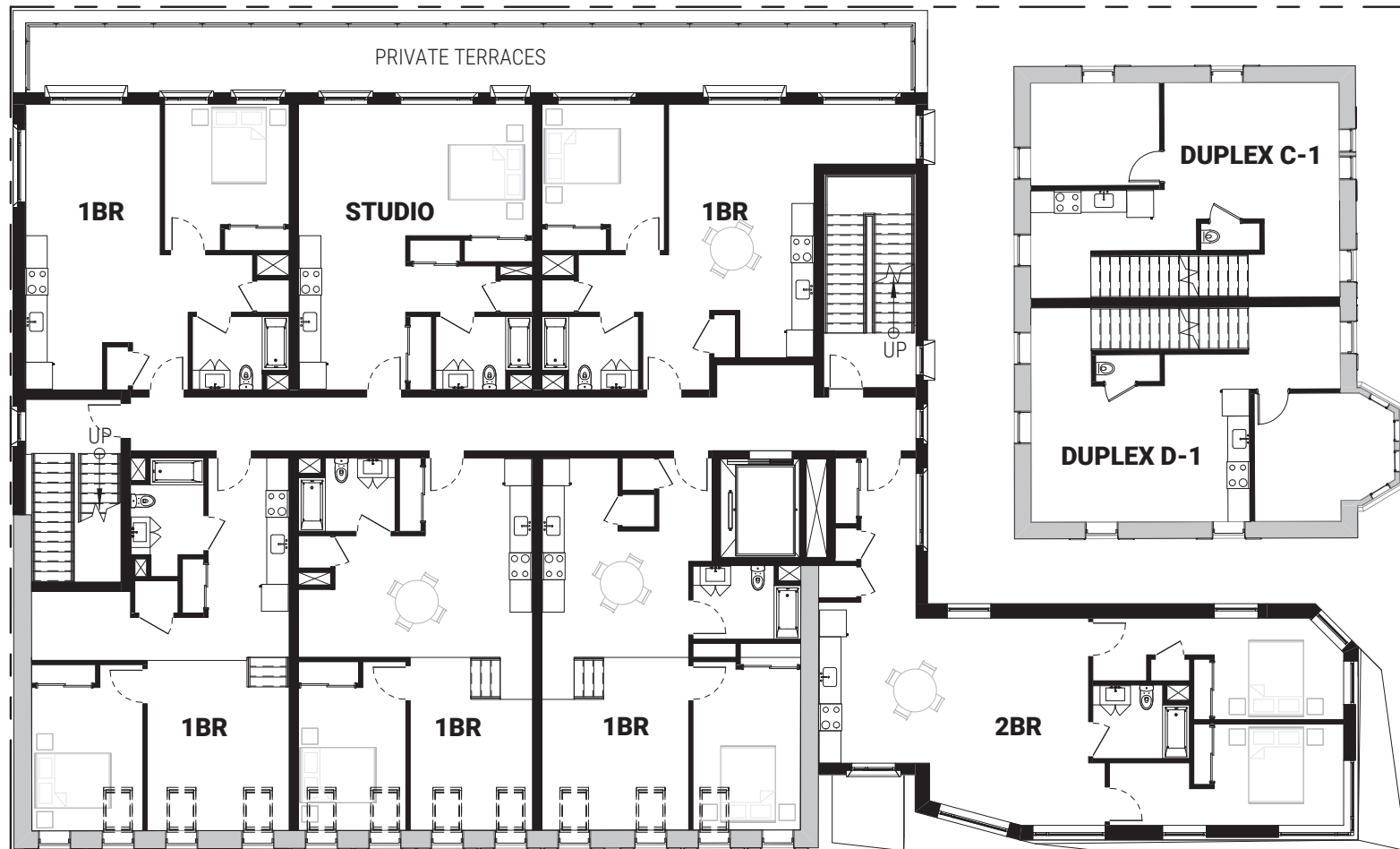
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Drawn By: JSC
Checked By: JSC
Job No: 3887

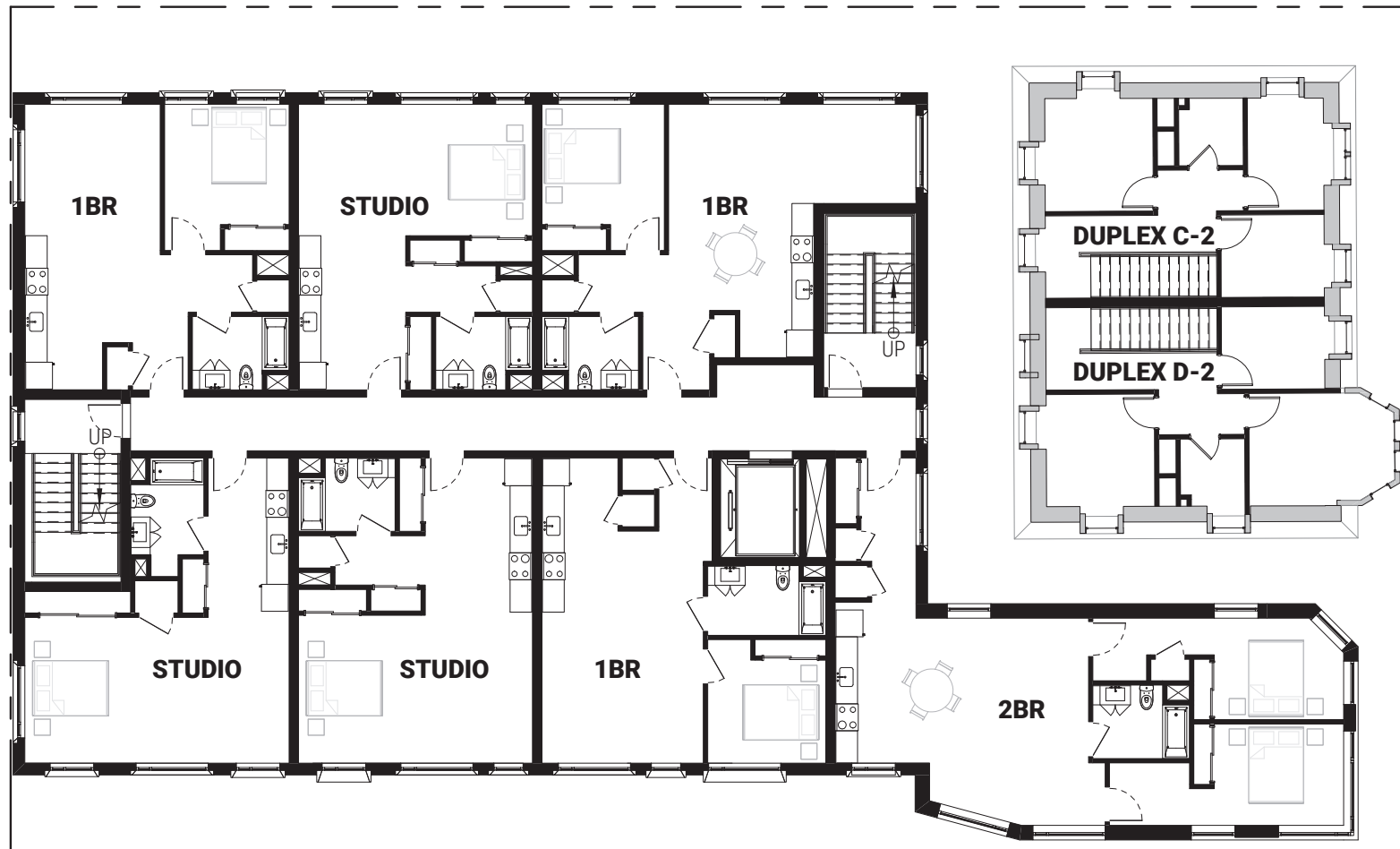


PROPOSED SITE PLAN
1470 TREMONT STREET

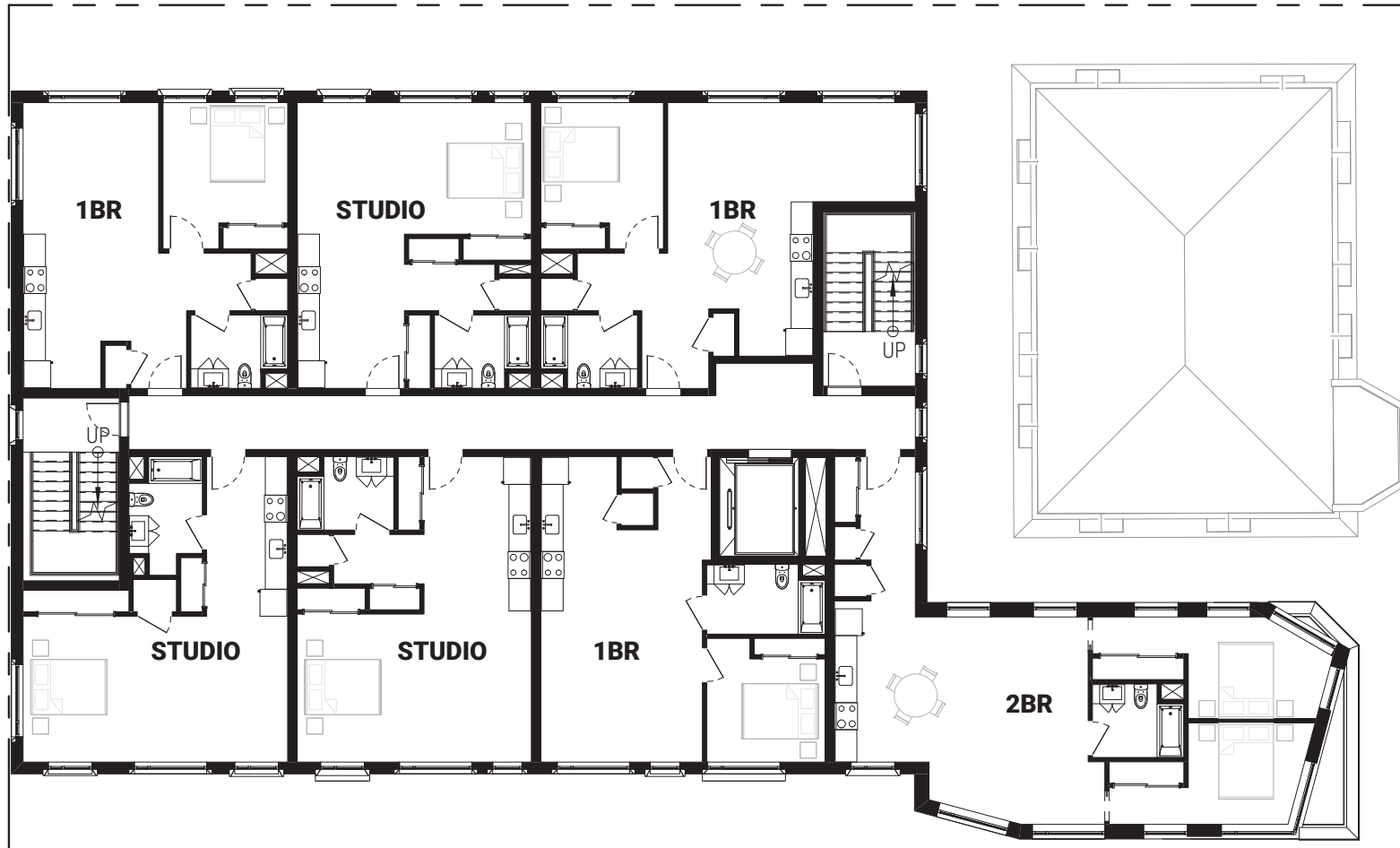








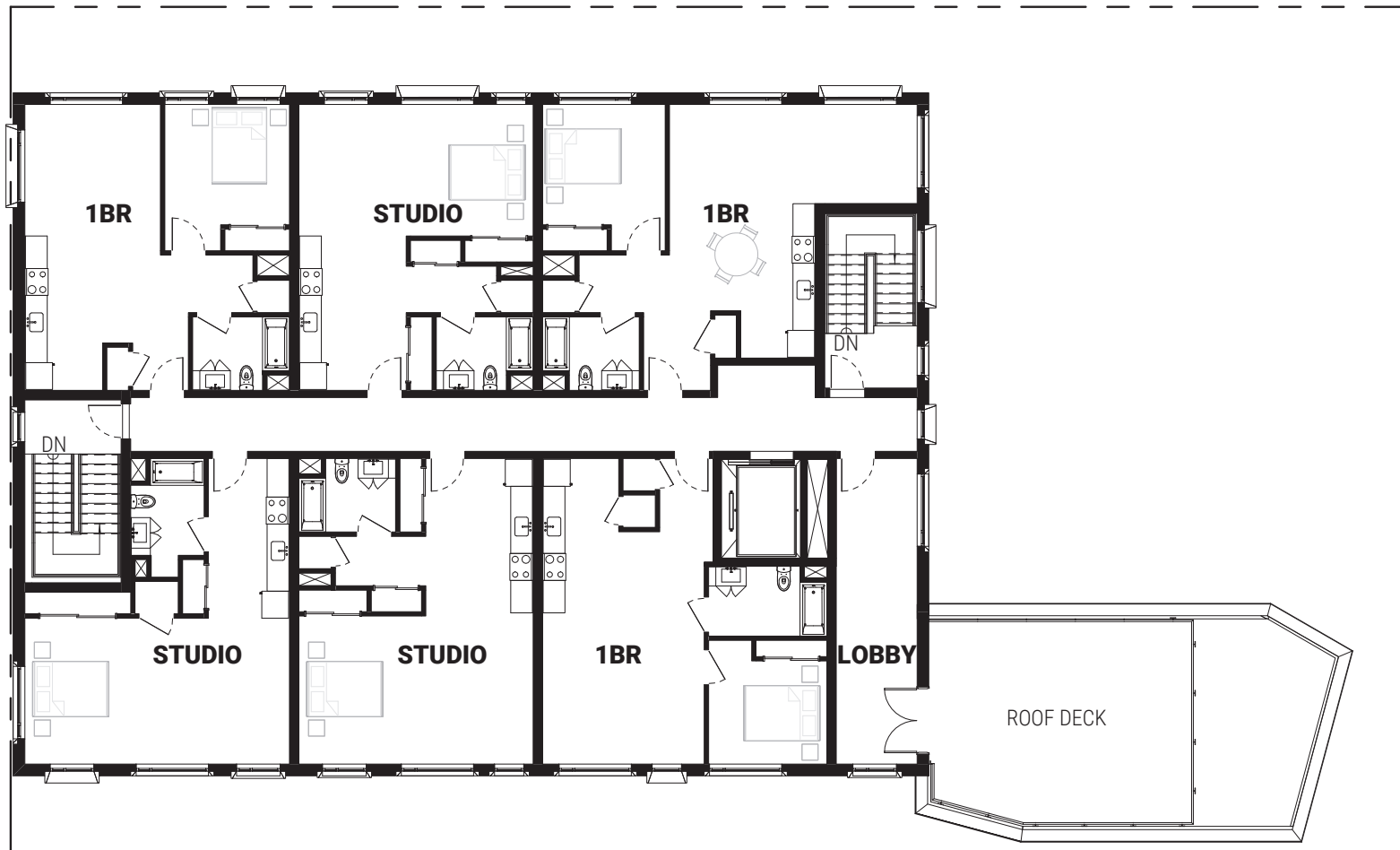
PROPOSED THIRD FLOOR
1470 TREMONT STREET

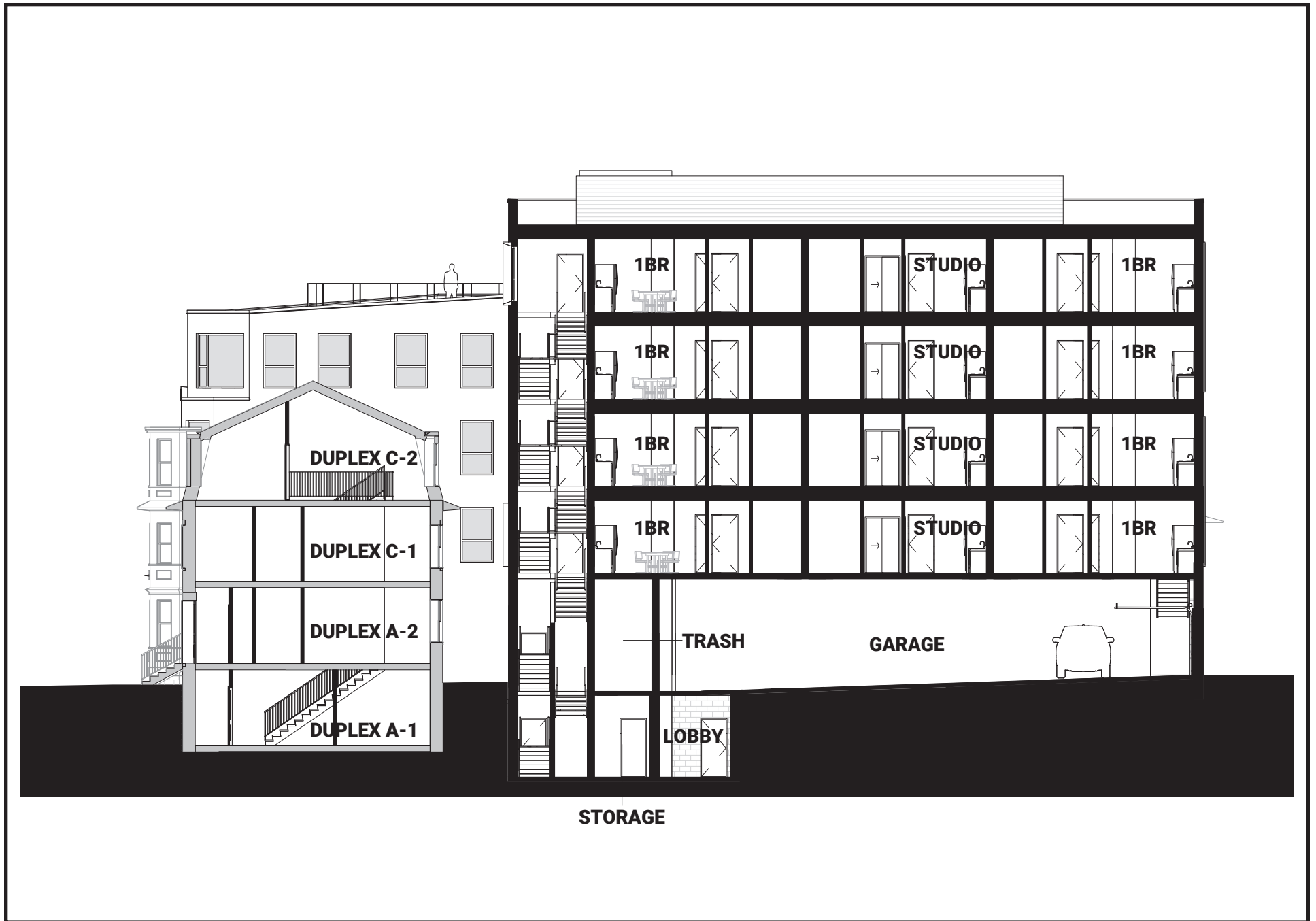


3.17

PROPOSED FOURTH FLOOR
1470 TREMONT STREET

H+A

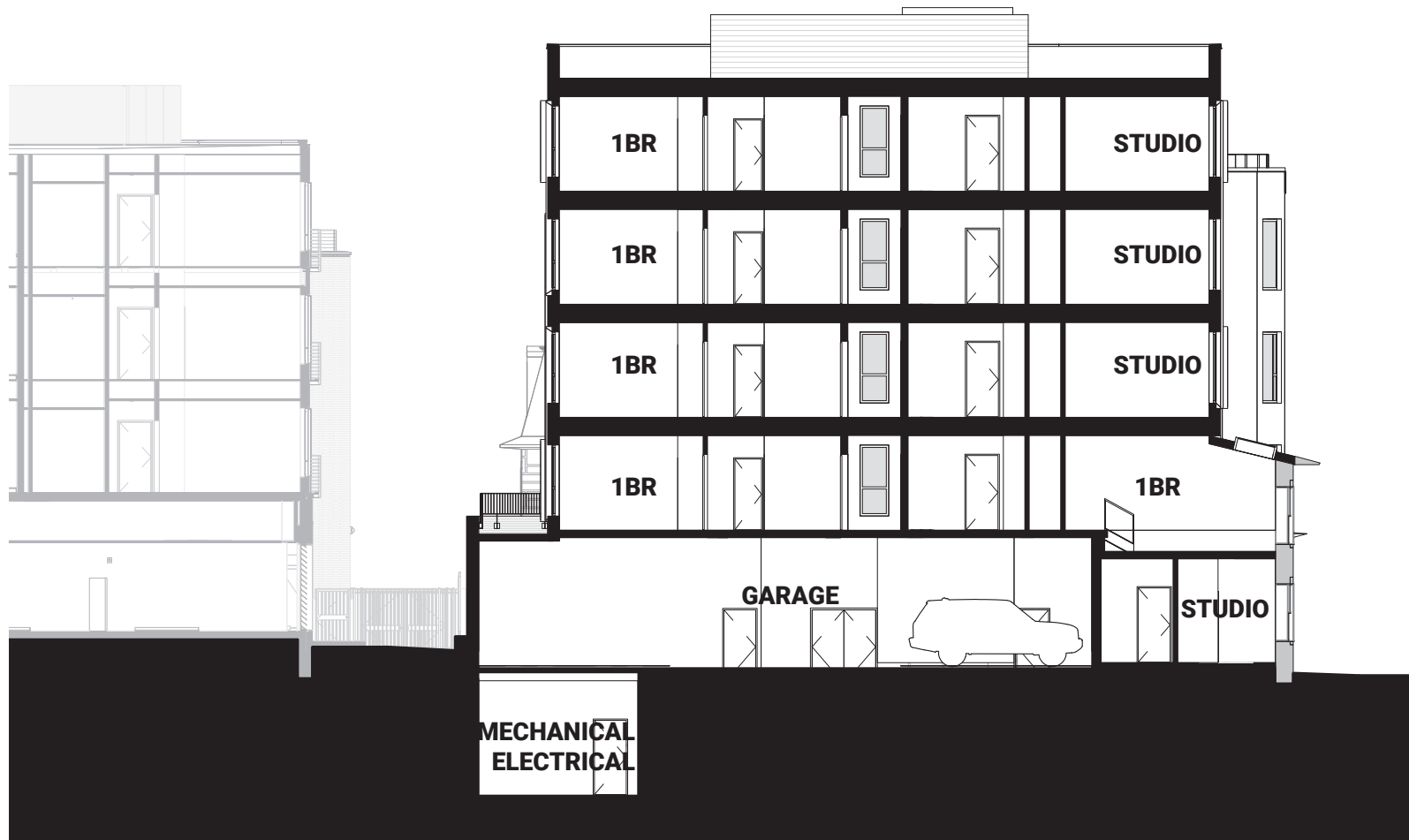




3.19

PROPOSED NORTH-SOUTH SECTION
1470 TREMONT STREET

H+A





3.21

CONCEPTUAL PERSPECTIVE LOOKING WEST ON TREMONT STREET

1470 TREMONT STREET

H+A



3.22

CONCEPTUAL PERSPECTIVE LOOKING EAST ON TREMONT STREET

1470 TREMONT STREET

H+A



3.23

CONCEPTUAL PERSPECTIVE AT SEWALL STREET LOOKING TO TREMONT STREET
1470 TREMONT STREET

H+A



3.24

PROPOSED NORTH ELEVATION (TREMONT STREET)
1470 TREMONT STREET

H+A



3.25

PROPOSED EAST ELEVATION (SEWALL STREET)
1470 TREMONT STREET

H+A



3.26

PROPOSED SOUTH ELEVATION
1470 TREMONT STREET



3.27

PROPOSED WEST ELEVATION
1470 TREMONT STREET



STREET SECTION ALONG TREMONT STREET



STREET SECTION ALONG SEWALL STREET

4.0 TRANSPORTATION, PARKING AND VEHICULAR / PEDESTRIAN ACCESS

4.1 Introduction

No traffic study is required for a small-scale urban development like the Project. Nevertheless, the Proponent has engaged Howard Stein Hudson (HSH) to review the Project's transportation impacts.

The Site currently contains 8 existing residential units, which include a total of 34 bedrooms, with no on-site parking. The Proposed Project will result in 25 additional residential units, bringing the total number of units up to 33, and the overall bedroom count to 48. Thus, the Project will result in only 14 new bedrooms at the Site. The Project will also incorporate approximately 1,480 square feet of retail space, 10 parking spaces in a below-grade parking garage, secure and covered storage for 33 bicycles, and additional racks located at the building entrances for visitors.

4.2 Trip Generation

Trip Generation estimates for the Project were based on rates derived from the Institute of Transportation Engineers (ITE)'s *Trip Generation* (9th edition, 2012) average trip rates for land use codes (LUC) 220 – Apartment and LUC 820 – Shopping Center. The ITE rates produce vehicle trip estimates, which are then converted to person trips using vehicle occupancy rates (VOR) based on 2009 National Household Travel Survey data and other local data. Using mode split information obtained from the Boston Transportation Department (BTD) for this area of the City, the total person trips are then allocated to vehicle, transit and walk/bike trips. The resulting trip generation by mode for the Project is summarized in **Table 4-1**.

Table 4-1 Project Trip Generation

Period	Direction	Vehicle	Transit	Walk/Bike
Daily	In	60	31	72
	Out	60	31	72
	Total	120	62	144
a.m. Peak Hour	In	2	1	2
	Out	5	3	6
	Total	7	4	8
p.m. Peak Hour	In	5	4	9
	Out	3	3	5
	Total	8	7	14

Note: the above trip generation figures are for 33 residential units and 1,480 sf of retail space, without deduction for the vehicle trips that are currently associated with the 8 existing units at the Site.

As shown in **Table 4-1**, the Project is estimated to generate only approximately 7 vehicle trips (2 entering and 5 exiting) during the weekday morning peak hour and 8 new vehicle trips (5 entering and 3 exiting)

during the evening peak hour. As the footnote to **Table 4-1** indicates, these are aggregate trip generation figures, and do not account for (i.e., do not deduct for) the traffic associated with the existing units at the site. Thus, not all of the projected vehicle trips will be new trips. **Table 4-2** compares the existing, proposed, and net new vehicle trip generation.

Table 4-2 Vehicle Trip Generation Comparison

Period/Time of Day	Direction	Existing (8 Units)	Proposed (33 Units, 1,480 sf retail)	Net New
Daily	In	12	60	48
	Out	12	60	48
	Total	24	120	96
a.m. Peak Hour	In	0	2	2
	Out	1	5	4
	Total	1	7	6
p.m. Peak Hour	In	1	5	4
	Out	1	3	2
	Total	2	8	6

As shown in **Table 4-2**, the Project will result in an increase of only 6 new vehicle trips (2 entering and 4 exiting) during the weekday morning peak hour and 6 new vehicle trips (4 entering and 2 exiting) during the weekday evening peak hour. This translates to approximately 1 new vehicle trip every 10 minutes during the weekday morning and evening peak hours – a negligible increase and well within the daily fluctuations of traffic on area roadways.

4.3 Site Access and Circulation

Vehicular access to the Project's on-site parking garage will be provided via the existing curb cut on Sewall Street. Pedestrian access to the retail space will occur on Tremont Street, while pedestrian access for residents will occur along Tremont and Sewall Streets.

Trash and recyclables will be stored within the building and wheeled through a service alley connecting to Tremont Street, to minimize commercial truck traffic on Delle Avenue and Sewall Street. Move-in/move-out activity for the residential use will occur either from Tremont by temporary occupancy permit through the City or within the driveway off of Sewall Street. The curb cut on Sewall Street will be widened, and improved to accommodate vehicles as large as SU-30 (i.e. 30-foot long box truck).

4.4 Transit

The Site is conveniently located within walking distance to a wide range of public transit alternatives, including several MBTA bus routes, MBTA Green Line and Orange Line rapid transit service, and private shuttle bus service operated by the Medical Academic and Scientific Community Organization (MASCO). The Site is located within approximately a quarter-mile (5- to 10-minute walk) of both the MBTA Orange Line Roxbury Crossing Station and the MBTA Green Line Brigham Circle Station. Weekday orange line service runs approximately every 6 minutes during morning and even peak hours, while green line services runs approximately every 6- to 10-minutes during morning an evening peak hours. Weekend service runs approximately every 10- to 13- minutes for both lines.

The Site is located adjacent to the MBTA bus route 66 that runs between Harvard Square and Dudley Station and provides connection to Brookline Village, Coolidge Corner, and Allston, as well as Red, Orange, and Green Lines rapid transit service. The Route 66 runs approximately every 10 minutes during the weekday peak periods. At Brigham Circle, passengers can also access MASCO shuttle bus service and the Route 39 bus.

4.5 Parking

The Boston Transportation Department (BTD) has established parking space guidelines throughout the City to establish the amount of parking supply provided with new developments. BTD's maximum parking ratio guidelines for this neighborhood of the City are 0.50 to 1.0 parking spaces per residential unit.

The existing 8 residential units, with a combined 34 bedrooms, currently do not have any dedicated on-site parking. The Proposed Project will will create 4 four-bedroom duplexes, 3 two-bedroom units, 14 one-bedroom units, and 12 studios for a total of 48 bedrooms, which is an increase of only 14 bedrooms versus the existing condition. Meanwhile, the Project will include 10 parking spaces on-site within a parking garage beneath the building, accessed from Sewall Street, which corresponds to 0.7 spaces per additional bedroom.

The Project's parking supply falls under BTD's maximum parking guidelines for the area and is appropriate, and consistent, with these guidelines, given its convenient location with respect to the availability of numerous public transit alternatives, shared bicycles, and shared vehicles.

In addition, the Proposed Project will also provide residents and building tenants with a secure, covered bicycle storage area accommodating 33 bicycles as well as exterior bicycle racks near major building entrances consistent with the *City of Boston Bicycle Parking Guidelines*. The secure bicycle parking will be conveniently located adjacent to the residential lobby

4.6 Shared Cars

Car sharing, predominantly supplied by Zipcar in the Boston area, provides easy access to short-term vehicular transportation. Vehicles are rented on an hourly or daily basis and returned to their designated location. There are 4 car sharing locations (with a total of 10 vehicles) located within about one-third of a

mile from the Project Site, including one vehicle at 166 Terrace Street, one vehicle at Stop & Shop on Tremont Street, two vehicles at 713 Huntington Avenue, and six vehicles at 75 St. Alphonsus Street.

4.7 Shared Bicycles

Hubway, a bicycle sharing system in Metro Boston launched in July 2011, now has more than 1,300 bikes at 140 stations throughout Boston, Brookline, Cambridge, and Somerville. Hubway bicycles are available during the spring, summer, and fall seasons (the system is typically shut down in the winter). The Site is located two blocks from the Hubway Station at the corner of Tremont Street and Columbus Avenue.

4.8 Conclusion

The Project is a transit-oriented development, conveniently located either adjacent to or within close walking distance to public transit, car sharing, and bike sharing alternatives. The Site is adjacent to MBTA Route 66 bus service and is within walking distance to several other MBTA bus routes, Orange Line rapid transit service at Roxbury Crossing Station, and Green Line rapid transit service, MASCO shuttle bus service at Brigham Circle, Hubway Bike share, and Zipcar.

The Project is expected to result in an increase of just 6 new vehicle trips during the weekday morning peak hour and only 5 new vehicle trips during the weekday evening peak hour, which corresponds to only one new vehicle trip every 10 to 12 minutes. This small increase in traffic will have a negligible impact on area traffic operations.

On-site parking provisions are consistent with BTDD's maximum parking guidelines and the *City of Boston Bicycle Parking Guidelines*.

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

02/12/16

Date

Jason Savage, Manager
1470 Tremont Street, LLC



Signature of Proponent's
Representative

02/12/16

Date

Mitchell L. Fischman, Principal
Mitchell L. Fischman Consulting LLC

