1199 - 1203 Blue Hill Avenue

Mattapan (Boston), Massachusetts

Mixed-Use Residential / Commercial Development **April 21, 2017**

Small Project Review Application

Submitted pursuant to Article 80E of the Boston Zoning Code

Submitted to:

Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Massachusetts 02201

Submitted by:

1199-1203 Blue Hill Ave LLC
c/o ASCON CONSTRUCTION
Development Manager, on behalf of
1199 -1203 Blue Hill Ave LLC
88 Black Falcon Avenue, Suite 307
Boston, Massachusetts 02210

Prepared by:

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

In Association with:

George Minasidis
Raymond Design Associates, Inc.
KLB Builders, Inc.
McKenzie & Associates, PC
BSC Group
McPhail Associates

MLF CONSULTING LLC

RDA

ASCON
CONSTRUCTION

April 14, 2017

Mr. Brian Golden, Director
Boston Planning and Development Agency
Boston City Hall, 9th Floor
Boston, MA 02201
Attn: Mr. Lance Campbell, Senior Project Manager

Re: 1199-1203 Blue Hill Avenue
Mixed-Use Residential / Commercial Development
Small Project Review Application (SPRA)

Dear Director Golden:

In accordance with the Article 80, Section 80E, Small Project Review Application requirements of the Boston Zoning Code, ASCON CONSTRUCTION, Development Manager on behalf of 1199-1207 Blue Hill Ave LLC (the "Proponent"), is happy to submit this Small Project Review Application (SPRA) to the Boston Planning and Development Agency ("BPDA") for a new Mixed-Use Residential / Commercial Development at 1199-1203 Blue Hill Avenue in Boston's Mattapan neighborhood.

The Proposed Project, a mixed-use residential and commercial development, consists of a new four-story building with an underground parking level below. Together, the Project building will include twenty-one (21) residential units, with a total of 39 bedrooms, 3,000 gsf of retail space, 2,800 gsf of restaurant space (55-seats), 22 underground garage parking spaces, covered storage for 20 bicycles within the underground parking garage, and outdoor spaces for 5-bicycles. The garage parking spaces will be accessed from Deering Road, a one-way public way located at the north side of the building (the Proponent is also requesting Boston Transportation Department to modify the limited portion of Deering Road closest to Blue Hill Avenue to more convenient two-way circulation). The Site offers excellent bus service along Blue Hill Avenue and to connect project residents with downtown Boston and Mattapan Square

In accordance with Boston Planning and Development Agency ("BPDA") requirements, please find attached ten (10) copies of the SPRA plus a CD disk for placing the SPRA filing on the BRA website for public review.

The Proposed Project is over 20,000 gross square feet (gsf) but under 50,000 gsf square therefore requiring the preparation of a filing under the Small Project Review Application regulations, pursuant to the Code.

In support of the required Article 80 Small Project Review process, the Proponent has conducted, and will continue to conduct, community outreach with neighbors and abutters of the Site, including meetings and discussions with the elected representatives and officials from the area, and with the residents of the Mattapan neighborhood.

On behalf of the entire project team, we would like to thank you and the BPDA staff assigned to the 1199-1203 Blue Hill Avenue Project, particularly Senior Project Manager, Lance Campbell, and Senior Architect, Michael Cannizzo, for invaluable assistance provided to allow the Project Proponent to achieve this comprehensive SPRA filing.

We look forward to reviewing this SPRA with the BPDA, City officials, and with residents from the Mattapan neighborhood.

Sincerely,
ASCON CONSTRUCTION
Development Manager, on behalf of 1199-1207 Blue Hill Ave LLC

Brian McElligott, President

Attachment: 1199-1203 Blue Hill Avenue Small Project Review Application
(10 Copies Plus CD Disk)

Cc: Jonathan Greeley, BPDA Director of Development Review and Policy
Lance Campbell, BPDA Project Manager
Jerome Smith, Chief of Neighborhood Services and Director of Civic Engagement
Tomas Gonzalez, Deputy Director, Office of Neighborhood Services
Ruth George, Mattapan Representative, Office of Neighborhood Services
District 4 Councilor, Andrea Campbell
State Senator Sonia Chang-Diaz
State Representative Linda Dorcena Forry
Mitchell L. Fischman, MLF Consulting LLC

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application ("SPRA") is being submitted by ASCON CONSTRUCTION, Development Manager on behalf of 1199 -1203 Blue Hill Ave LLC (the "Proponent") in accordance with Article 80, Section 80E, of the Boston Zoning Code ("the Code"). The Proponent is excited to propose 1199-1203 Blue Hill Avenue – a new mixed-use residential/commercial development (the "Project") that includes properties at 1197-1199, 1203 and 1207 Blue Hill Avenue in Mattapan (the "Site"). The Project will supply much-needed additional housing to the Mattapan neighborhood and to further the ongoing redevelopment of the Blue Hill Avenue corridor.

The Site, which is approximately 10,747 square feet in area, presently contains vacant land and a one-story (3,500 gsf) building at the corner of Blue Hill Avenue and Deering Road.

The Proposed Project will include 21 units of multi-family housing plus 22 parking spaces in an underground garage which will be accessed from Deering Road, a one-way public way, located at the north side of the building which the Proponent has proposed changing the portion of Deering Road closest to Blue Hill Avenue for more convenient two-way circulation to two ways. The Site offers excellent bus service along Blue Hill Avenue and to connect project residents to downtown Boston and Mattapan Square.

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 including properties at 1199, 1203 and 1207 Blue Hill Avenue in Mattapan with a total lot size of approximately 10,747 SF. The Site currently contains an existing one-story structure at 1199 Blue Hill Avenue, and two vacant lots consisting of grassy areas bounded by chain link fencing at 1203 and 1207 Blue Hill Avenue. See **Figure 1-1** for **Project Locus** and **Figure 1-2** for **USGS Map.**

Currently, there is existing storm drainage and sanitary sewer infrastructure existing within Deering Road and Blue Hill Avenue. An existing 12-inch sanitary sewer line within Deering Road flows westward towards Blue Hill Avenue where it ties into an existing 12-inch sanitary sewer line. There is also an existing 12-inch separated storm drainage line within Deering Road

and a 20-inch separated storm drainage line within Blue Hill Avenue that could be utilized for the proposed stormwater management system connections. Additionally, there are existing 8-inch cement lined ductile iron (DICL) high pressure water mains in both Deering Road and Blue Hill Avenue that would be adequate to service the project site for the development program use 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 1-3** thru **1-7).**

1.2.2 Project Description

The Project consists of a mixed-use residential and commercial development consisting of a new four-story building with an underground parking level below. Together, the Project building will include twenty-one (21) residential units, with a total of 39 bedrooms, 3,000 gsf of retail space, 2,800 gsf of restaurant space (55 seats), 22 underground garage parking spaces, and covered storage for 25 bicycles within the underground parking garage. The building will consist of 41,516 gross square feet (gsf) of total floor area broken up as follows: 10,083 gsf of underground parking and driveway ramp; 7,070 gsf of retail space, residential lobby, and 'back of house' uses on the first floor (not including the driveway ramp); and 24,363 gsf of residential space on floors two through four. The preliminary unit breakdown is three (3) one-bedroom flats and eighteen (18) two-bedroom flats. The garage parking spaces will be accessed from Deering Road, a one-way public way located at the north side of the building, which the Proponent is requesting that Boston Transportation Department consider modifying to two-ways between the driveway and Blue Hill Avenue.

1.2.3 Transportation and Circulation

The Project is a transit-oriented development, conveniently located within close walking distance to public transit. The Site is adjacent to five (5) MBTA Bus Routes and is within walking distance to the MBTA Morton Street Commuter Rail Station.

The Project is estimated to generate 14 vehicle trips (5 entering, 9 exiting) during the weekday morning peak hour, 27 vehicle trips (16 entering, 11 exiting) during the weekday afternoon peak hour, and 58 vehicle-trips (31 entering, 27 exiting) during the Saturday midday peak hour. On a daily basis, the Project is expected to generate 308 vehicle trips during a typical weekday and 553 vehicle trips during a typical Saturday.

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

Vehicular access to the Project's underground parking garage will be provided via the existing curb cut on Deering Road. Pedestrian access to all spaces will be provided along both Blue Hill Avenue and Deering Road.

Trash and recyclables will be stored within the building and accessed from Deering Road. Move-in/move-out activity for the residential use will occur either from Blue Hill Avenue or from the Deering Road driveway.

Figure 1-1. Project Locus
1199-1203 Blue Hill Avenue, Mattapan

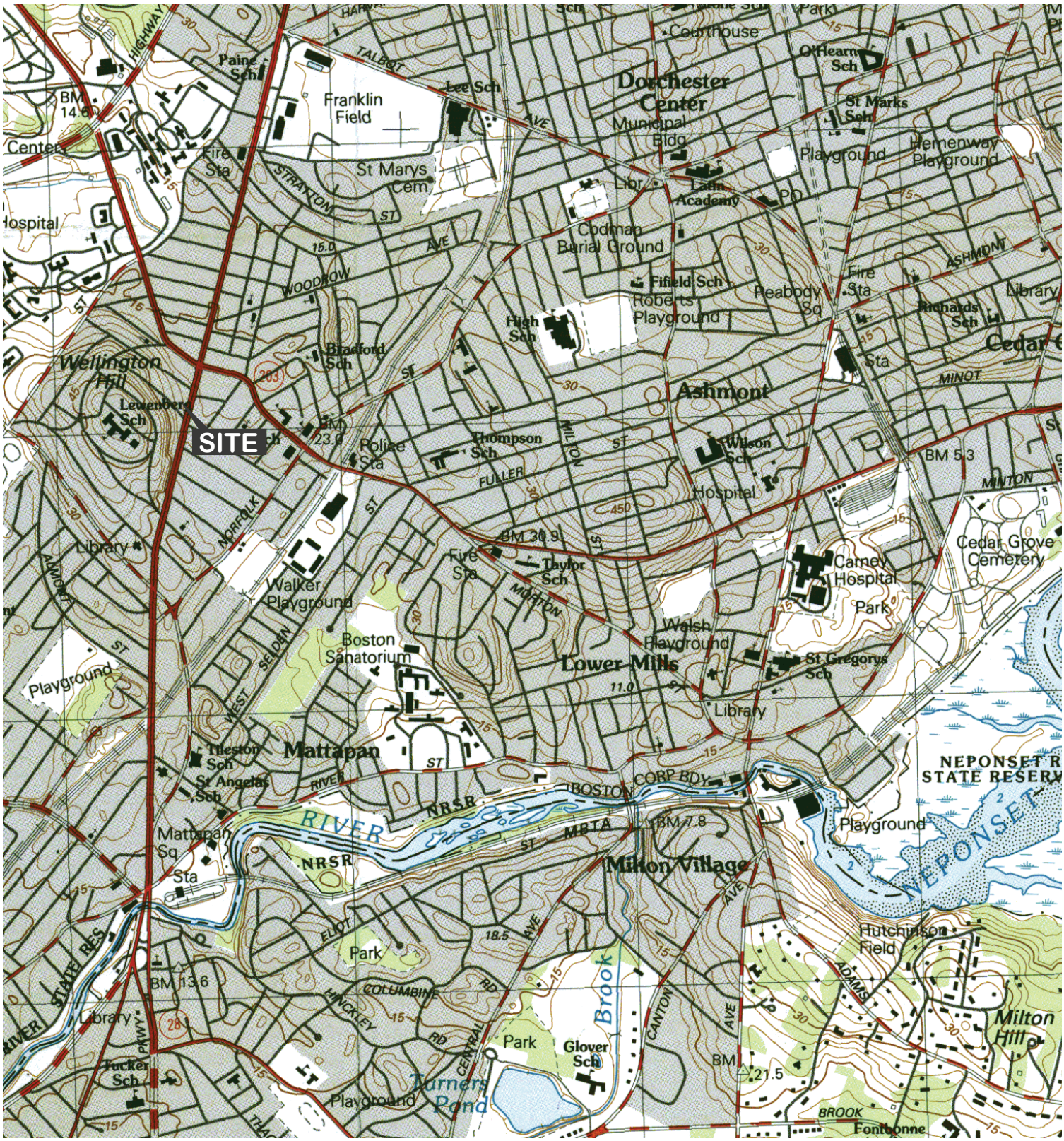


Figure 1 - 2
USGS Map

Figure 1-3 Neighborhood Context – Photographs

1199 Blue Hill Avenue and Adjoining 1209 Blue Hill Avenue

1199 Blue Hill Avenue

Figure 1-4 Neighborhood Context – Photographs

Adjoining 1209-1211 Blue Hill Avenue

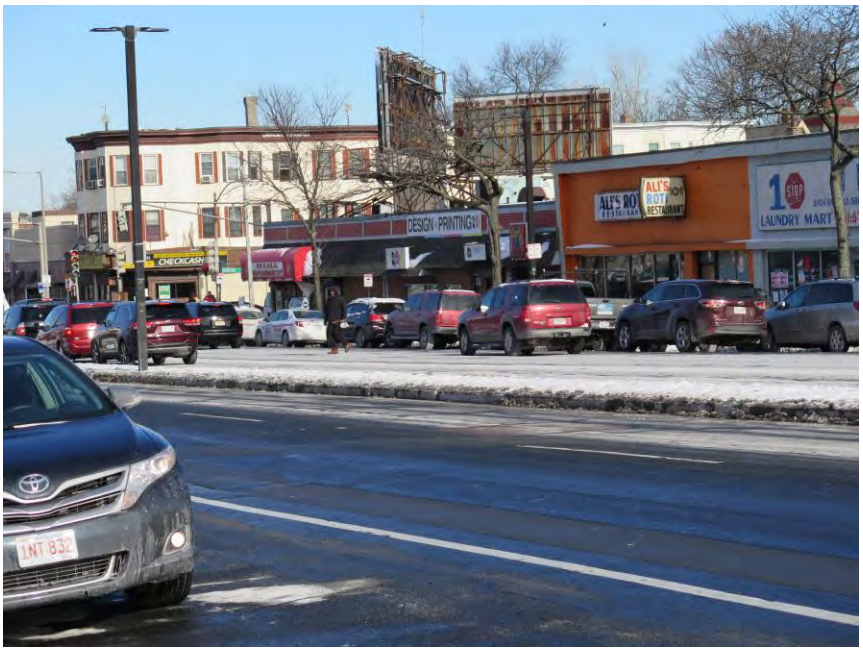
1203 Blue Hill Avenue Vacant Lot

Figure 1-5 Neighborhood Context – Photographs

Mobil Station at the Corner of Morton Street and Blue Hill Avenue

Morning Star Baptist Church Along Blue Hill Avenue

Figure 1-6 Neighborhood Context – Photographs



Commercial Block Across from the Site on Blue Hill Avenue

Restaurant at Corner of Deering Road

Figure 1-7 Neighborhood Context – Photographs

4 Deering Road Adjacent to Site

Multi-family Residences along Deering Road

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 Project Proponent

The Proponent is 1199-1203 Blue Hill Ave LLC c/o George Minasidis, a Boston based developer, who is dedicated to creating well designed, high quality, mixed-use properties. Mr. Minasidis has been a landlord in the Allston-Brighton neighborhood for approximately 15 years and currently owns and manages 20 units. In 2015, Mr. Minasidis acquired the Blue Hill Avenue site with the intent of developing 21 condominium units, 5,800 gsf of neighborhood retail/restaurant space, and below grade parking for the unit owners. Mr. Minasidis is committed to facilitating the creation of human scaled, transit oriented, development that enhances the local economy, promotes home ownership, and helps build a stronger community. Mr. Minasidis has formed the single purpose entity known as 1199-1203 Blue Hill Ave 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 1199-1203 Blue Hill Avenue - Project and Team Information

Project Name	**1199-1203 Blue Hill Avenue Mixed-Use Residential/Commercial Development**
Project Location	**1199 - 1203 Blue Hill Avenue, Mattapan (Boston), MA**
Property Owner	**1199 - 1203 Blue Hill Ave LLC** c/o George Minasidis 43 Montfern Avenue Brighton, MA 02135

Development Manager	**ASCON CONSTRUCTION, Development Manager** **on behalf of 1199-1203 Blue Hill Ave LLC** 88 Black Falcon Avenue, Suite 307 Boston, MA 02210 Brian McElligott, President brian@asconconstruction.com Tel: 781-686-1854 Armand Veliaj, Project Manager armandv@asconstruction.com Tel: 781-686-1854,ext. 222
Architect	**Raymond Design Associates, Inc.** 60 Ledgewood Place Rockland, MA 02370 Gene S. Raymond Jr., AIA, Principal graymond@rda-design.com Tel: 781-421-3480, Ext. 201 Contact for Architectural Team: Jeff Yost jyost@rda-design.com Tel: 781-421-3480
Legal Counsel	**McKenzie & Associates, PC** 183 State Street, Suite 6 Boston. MA 02109 Tel: 617-723-0400 Joseph Feaster, Esq. jfeaster@mckenzielawpc.com
Geotechnical /Environmental Consultant	**McPhail Associates** 2269 Massachusetts Avenue Cambridge, MA 02140 Chris Erickson, Principal cme@mcphailgeo.com Tel: 617-868-1420, ext. 318

Permitting Consultant	**Mitchell L. Fischman Consulting ("MLF Consulting") LLC** 41 Brush Hill Road Newton, MA 02461 Website: http://www.bostonpermitting.com Mitchell L. Fischman, Principal mitchfischman@gmail.com Tel: 781-760-1726 Cell Claudia Zarazua czarazua@gmail.com Tel: 210-843-5276
Site Civil/ Transportation Planner/Engineer	**BSC Group** 801 Summer Street Boston, MA 02127 Dom Rinaldi drinaldi@bscgroup.com Tel: 617-896-4300
Real Estate/Outreach Consultant	**KLB Builders, Inc.** 307 Cambridge Street Cambridge, MA 02141 Karenlyn Bunch karenlynbunch@gmail.com Tel: 617-233-5316 Cell
Estimated Construction Commencement	2nd Quarter 2018
Estimated Construction Completion	2nd Quarter 2019
Approximate Construction Cost	$12,000,000
Status of Project Design	Schematic

2.2 Public Benefits

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

- Creating an exceptional new housing option within the community and the city;
- Improving the existing streetscape by providing active new restaurant/retail uses along Blue Hill Avenue;
- Creating onsite open space for residents which will also provide a green buffer to abutting residents along Deering and Goodale Roads;
- Introducing and architectural design that will have a positive impact on Blue Hill Avenue and the surrounding neighborhood
- Furthering Mattapan's community planning and zoning objectives;
- Providing additional property tax revenue to the city; and
- Creating construction-related employment opportunities.

2.3 Regulatory Controls and Permits

2.3.1 Zoning District

Maps 8B of the Boston Zoning Map indicates that the Project Site is located within the Neighborhood Shopping Subdistrict (NS-1) established by the Greater Mattapan Neighborhood District, Article 60 of the Boston Zoning Code (the "Code"). 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 on the second story and above in the NS-1 Subdistrict. The Project's retail/restaurant component which is within the NS-1 Subdistrict, is allowed in the basement and first story. Accessory parking is an allowed use in the basement and first story levels in the NS-1 Subdistrict.

2.3.3 Applicable Dimensional Regulations

The Project will conform to the dimensional regulations of the Code, except as noted in **Table 2-2** below:

Table 2-2 Existing Zoning and Proposed Project – 1199-1203 Blue Hill Avenue

Dimensional Regulation	As-of-Right Condition in NS-1 (Neighborhood Shopping Subdistrict)	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Lot Size	None	10,747 sf	None
Minimum Lot Area per Dwelling Unit	None	512 sf / unit (10,747 sf lot / 21Units)	None
Minimum Lot Width (Depth)	None	Varies: Min 78'-11" +/- ft lot depth perpendicular to Blue Hill Ave; Min 121'-4" +/- ft lot depth perpendicular to Deering Road.	None
Minimum Lot Frontage	None	Varies: 52'-6" +/- frontage along Deering Road. 90'-6 ½" +/- frontage along Blue Hill Avenue	None
Maximum Floor Area Ratio (FAR)	1.0 – 1.5* FAR (Additional 0.5 FAR allowed per Section 60-34)	2.92 FAR	Variance

Dimensional Regulation	As-of-Right Condition in NS-1 (Neighborhood Shopping Subdistrict)	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Maximum Building Height	35 ft - 45 ft* (Additional 10 feet allowed per Section 60-34)	4-stories / 48'-6" +/- at south end of Blue Hill Ave. 4-stories / 53'- 10" +/- at north end of Blue Hill Ave. (corner of Blue Hill Ave and Deering Rd.)	Variance
Minimum Usable Open Space per Dwelling Unit	50 sf / unit x 21 units = 1,050 sf	Approx. 140 sf / unit Rear Courtyard and plantings @ 1,930 sf plus on-site sidewalk and café seating area along Blue Hill Ave and Deering Rd @ 1,015 sf = 2,945 sf / 21-units = 140.23 sf / unit	None

Dimensional Regulation	As-of-Right Condition in NS-1 (Neighborhood Shopping Subdistrict)	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Front Yard	Contextual; must match existing building alignment in accordance with Sec. 60-37.1 Street Wall Continuity	Existing building alignments: Front porch of adjacent house on Blue Hill Ave is 8 ft +/- behind rear edge of sidewalk (assumed property line). Front porch of adjacent house on Deering Rd is 11 ft +/- back from rear edge of sidewalk (assumed property line). Proposed building ground floor is set back from the property line along Blue Hill Ave. between 4'-6" (at south end) and 8'-6" (at Deering Rd.) while bays on the upper levels are set back 1'-6" from the property line along Blue Hill Ave. Ground floor is set back from the property line along Deering Rd. between 4'-0" (at garage door) to 8'-6" (at Blue Hill Ave.), while bays on the upper levels are set back from the property line 1'-0" (at the garage door) to 4'-0" (at Blue Hill Ave.).	None

Dimensional Regulation	As-of-Right Condition in NS-1 (Neighborhood Shopping Subdistrict)	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Side Yard	None	Varies: West Property Line: 29'-0" +/- at first floor terrace (26'0" +/- at bays on upper floors); 2'-0" +/- perpendicular to the outside wall surface of the covered ramp to underground parking (no bays above); South Property Line: 2'-0" +/- perpendicular to the outside wall surface facing south (no bays above).	None
Minimum Rear Yard	None	Varies: West Property Line: 29'-0" +/- at first floor terrace (26'0" +/- at bays on upper floors); 2'-0" +/- perpendicular to the outside wall surface of the covered ramp to underground parking (no bays above); South Property Line: 2'-0" +/- perpendicular to the outside wall surface facing south (no bays above).	None (See Section 60-41)

Dimensional Regulation	As-of-Right Condition in NS-1 (Neighborhood Shopping Subdistrict)	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Number of Parking Spaces	1 space per residential unit; 2 .0 spaces per 1,000 gsf of retail space; 0.3 spaces per restaurant seat = 43.5 spaces	22 spaces	Variance
Off-Street Loading	1 space for over 15,000 gsf (1-space required)	None	Variance

2.4 Public Review Process

The Proponent has met with various neighborhood groups and other stakeholders about the Project. The Mattapan community has expressed great interest in the Project and has given helpful feedback on the proposed program and preliminary design. Several pre-filing meetings have taken place with the local neighborhood including with the Wellington Hill Neighborhood Association. 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

3.1 Introduction

The Project will significantly enhance the existing character of the Blue Hill Avenue streetscape, the Site, and the neighborhood by demolishing a windowless one-story commercial building on the corner of Blue Hill Avenue and Deerfield Road (with no storefront or windows facing the street), and in combination with the infill of two adjacent vacant lots, will allow for the construction of a new mixed-use building (the Project). In total, the Project will be comprised of 21 residential units with underground parking and new commercial storefront space along Blue Hill Avenue. The new building, with a maximum height of 54 feet, will be set back signifcantly from Blue Hill Avenue in compliance with the BPDA's 'Complete Streets' requirements. There will be a significant setback from Deering Road as well, at corner of Blue Hill Avenue and Deering Road. This highly visable corner is acknowledged by the building's architecture and siting. 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 this section (see **Figures 3-1** through **3-14).**

3.2 Site Context

The 1199 through 1203 Blue Hill Avenue parcels lie to the west side of Blue Hill Avenue and are situated between Goodale Road to the south and Deering Road to the north. This neighborhood corridor is characterized by a range of building types at different scales, with a mix of residential, commercial, and institutional uses in a range of architectural styles and materials. Significant civic structures include the District B-3 Boston Police Station one block north on the corner of Morton Street, the Morning Star Baptist Church one block to the south, and the Mattapan Branch of the Boston Public Library six blocks to the south headed towards Mattapan Square.

The Site is is located at the corner of Blue Hill Avenue and Deering Road. The 1199 Blue Hill Avenue parcel directly abuts Deering Road and the other two parcels abut 1199, running south along Blue Hill Avenue. There is an empty one-story commercial structure on the 1199 parcel. The other two parcels are vacant.

Deering Road is a one-way street, rising up a hill and away from Blue Hill Avenue. There are a number of existing wood-framed 'triple decker' houses stepping up the hill, on both sides of the street. Directly across Deering Road to the north of the Site, on the corner of Deering and Blue Hill Avenue is a two-story brick structure housing 'Lenny's Bakery', and beyond that is a Mobil automotive service station and the Boston Police Department's Area B-3 police station, on corner of Blue Hill Avenue and Morton Street. Directly abutting the Site to the south along Blue Hill Avenue are two wood framed 'triple

deckers', then an empty lot on the corner of Blue Hill Avenue and Goodale Road, and the 'recently constructed' Morning Star Baptist Church, a significant presence on the streetscape with its four-story masonry façades and contemporary steeple.

Directly across Blue Hill Avenue from the Site is a collection of one-story masonry commercial buildings, with ground floor retail storefronts. The propeties to the north of Landor Road directly abut the sidewalk. A small 'strip mall' on the southern corner of Blue Hill Avenue and Landor Road is set back off Blue Hill Avenue and makes use of a surface parking lot. Abuttng the 'strip mall', and running south to the corner of Woolson Street are a series of three wood framed 'triple deckers'. The one closest to the 'strip mall' has a two-story addition that infilled the former front yard and extends out to the sidewalk. This struture appears to house a religious use. The remaining two 'triple deckers' are residential and their small front yards are intact.

3.3 Building Program

The Project's development program will include approximately 5,134 gross square feet of storefront commercial space with 'back of house' access to a trash room and Deering Road, one residential lobby off Deering Road with access to the parking garage and rear terrace, a 22-space underground parking garage, and 21 residential condominium units. The total blended (i.e., site-wide) FAR is 2.92, which represents approximately 32,218 gross square feet of floor area as defined by the Code, and does not include the 10,008 gross square feet underground parking garage per the definition of Floor Area Ratio in Article 2A of the Boston Zoning Code. Building mechanical spaces will be housed in the underground garage level and on the roof. The program includes a common outdoor space for building residents to the rear of site at the ground floor, and an eight-foot (475 sf +/-) hardscape setback along Blue Hill Avenue for use as an outdoor seating or gathering space for a potential restaurant tenant.

3.4 Design Concept

The Project's urban design goal is to significantly enhance this mixed-used corridor along Blue Hill Avenue by creating a pedestrian friendly environment along the streetscape and providing new housing, commercial storefronts, parking, and useable outdoor space. The design concept aims to infill the Site with a structure that is in character with the neighborhood and to bring the sidewalks into compliance to the greatest extent possible with the Boston Transportation Department's (BTD's) 'Complete Streets' requirements. The Project will develop a Frontal Zone for planters and benches, a Pedestrian Zone, and a Greenscape Zone with shade trees and pervious planting wells. Curb cuts will be installed at the corner of Deering Road and the change of grade for the driveway cut will occur within the Greenscape Zone to the greatest extent possible.

The building façade has been articulated with a series of 'bays' that protrude from the main buidling mass, and mimic the 'verticality' and rhythm of the 'triple deckers' in the surrounding neighborhood. The Project acknowledges the importance of the corner condition of the Site, and creates a unique three-story architectural element that extends slightly above the main building mass and is clad in a synthetic

finish mimicing wood panels. At the street level, the corner is acknowledged by the placement of a 'wrap-around' storefront retail space and generous hardscape setbacks along both sidewalks to provide the oppurtunity for an active exterior café and/or community space. Both of these features reinforce the BPDA's 'Complete Streets' initiative.

The new construction will relate to, and provide a 'bookend' for the four-story masonry Morning Star Baptist Church one block to the south. Both buildings make use of a contemporary architectural language whose materials will be deployed to provide dialogue between old and new along Blue Hill Avenue.

The Project's residential entrance is located along Deering Road, as is access to the trash room and the parking garage. While access to the residential lobby faces Deering Road, it's entrance is integrated into the glassy commercial storefront system (though seperated from the lobby entrance by a masonry peir) and is differentiated from the 'utilitarian' trash and garage entrances that are located in a different wall plane. The residential lobby is a welcoming feature that is visually (as well as literally) seperated from the adjacent utilitarian entries which are simple 'punched openings' in a masonry facade.

Trash will be stored inside the building and pickup will occur via a double door connecting to the sidewalk along Deering Road. Deliveries and loading will take place from Blue Hill Avenue.

3.5 Height and Massing

The massing of the Project has been designed to compliment the existing Blue Hill Avenue streetscape to the greatest extent possible. The scale of the existing 'triple decker' structures in the neighborhood behind and along Blue Hill Avenue have been respected and acknowledged by the integration of multiple 'vertical bays' on the upper three floors which extend three feet out from the main mass of the building. These residentially-scaled bays also serve to break down the scale of the building's four-story volume via the 'in and out' rhythm they create along the length of the facade.

The building's mass is further broken up by the differentiation of the single story horizontal band of masonry and commercial storefront which creates a 'base' upon which the vertically-oriented residential 'bays' sit, paying homage to the stone foundations upon which many of the neighborhood 'triple deckers' sit. Finally, the mass of the building is further broken down by the development of a unique three-story volume at the corner of Blue Hill Avenue and Deering Road that breaks the horizontal roof line of the main building mass and is clad in a unique finsh. This bay serves to not only address the street corner, but marks the primary commercial and residential entrances to the building.

The building is pulled away from the east (Blue Hill Avenue) property line by 8'-6" at the Deering Road corner to allow for an outdoor seating area for a planned restaurant on the first floor. When combined with the existing 7'-6" wide sidewalk (which will be redeveloped), a pedestrian zone of approximately 16-feet will be created at the corner. As the building extends south along Blue Hill Avenue from Deering Road, it is set back from the property line by 4'-6" to comply with the intent of the 'Complete Streets' initiative. When combined with the 7'-6" wide sidewalk (which will be redeveloped), a pedestrian zone

of approximately 12-feet will be created along this portion of Blue Hill Avenue. The residential bays on the upper three floors extend into this 'on-site' pedestrian zone and provide not only visual interest, but shelter the commercial storefront entrances and their patrons from the weather.

The same 'residentially-scaled' bays are used on the rear façade of the building in order to break up its mass and relate to the scale of the residential structures behind the building. Where the building is constructed close to the 'side' property lines the building code limits window openings. These facades will be broken up and scaled down to the greatest extent possible using façade materials.

In the southwest corner at the rear of the site, the building is set back approximately 29'-0" feet from the property line of abutting residential properties. This area will be developed as an outdoor terrace for the use of building residents. The terrace will be approximately 6 to 8-feet below the rear yards of abutting properties on Deering and Goodale, with a retaining wall and fence at the top of the retaining wall (at the elevation of the abbutting properties). A planting zone will screen the terrace fence from abutter views.

The sidewalk along Blue Hill Avenue rises approximately three feet as it travels south from the Deering Road intersection. The height of the main four-story mass is approximately 48'-6" above the sidewalk at the south end of the sidewalk. The top of the corner element at the intersection of Deering Road is approximately 53'-10" above the sidewalk.

3.6 Facade Design, Fenestration, and Building Materials

The facade and fenestration concept for the Project is intended to differentiate between various architectural elements and break down the scale of the building into smaller parts that are appropriate for the context of the surrounding neighborhood. Though this new building will utilize larger and more modern window openings, cladding materials, and details, it will to create a respectful contrast and dialog between older buildings along the street and itself.

Individual elements of the building utilize different materials. The 'long' façade facing Blue Hill Avenue is comprised of a masonry base interspersed with areas of aluminum and glass retail storefront. The main body of the upper three floors sits atop the masonry base and is clad with factory-painted cement 'clapboards'. The residential 'bays' that protrude from the main body will be clad in a rainscreen panel system of some sort; perhaps a painted cement panel or prefinished aluminium composit panel. Either way, the 'bays' will be a contrasting color to the clapboards on the main body. The three-story volume at the corner of Blue Hill Avenue and Deering Road will be clad with phenolic 'wood' rain-screen panels, albeit detailed in a more contemporary way than a traditional wood façade.

The building is a contemporary interpretation of traditional architectural elements such as painted bays, corner turrets, masonry bases, clapboard siding, double hung windows, substantial window sills, horizontal banding at floor levels, and cornices. Historical materials will not be used for ease of maintenance. The windows and doors will be metal on the first floor and painted metal, fiberglass or

vinyl on the upper floors. As discussed above, siding will be synthetic materials such as aluminum, cement board, and phenolic paneling.

3.7 Exterior Signage and Lighting

The Project will allow for the integration of appropriately scaled retail signage by future retail tenants above the retail storefront entrances. Building address signage will be incorporated at the residential entrance on Deering Road. Any necessary exterior way finding signage related to the garage entrance and the adjacent trash room 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.

3.8 Site Design

3.8.1 Open Space and Landscaped Areas

The corner façades of the Project are set back 8'-6" from the property lines at both Blue Hill Avenue and Deering Road. Among other things, this provides space for an outdoor seating area for use by the corner restaurant tenant of approximately 465 sf. The remainder of the exterior wall surface along these two streets is set back 4'-0" from the property line, with the exception of the 'trash room' door and garage door on the northern end of the Deering Road elevation, which are tight up against the property line, at the back of the public sidewalk. The four foot zone along the majority of facades along Blue Hill Avenue provides a 'Frontal Zone' as defined by the BTD's Complete Streets initiative. There are planters and benches shown up against the building, in between the doors of the retail spaces.

Altogether, the project provides 1,015 sf of open space in the 'Frontal Zone' between the buidling façade and the property lines (rear of existing sidewalk) along Blue Hill Avenue and Deering Road.

1,930 sf of open space is provided at the rear of the building in the form of a paved terrace that is available to building tennants, and a 7'-0" wide planting zone between it and the rear property line.

3.8.2 Pedestrian Circulation

The Project's design has taken special care in locating the tenant's entrance near the corner at Blue Hill Avenue and Deering Road, and seperating it from the service doors at the trash room and the overhead garage door. Inside the residential entrance are located one of two fire stairs

serving the upper three residential floors and the building's elevator. Both the fire stair and the elevator serve the underground parking level as well as the four above-ground floor levels of the buiding.

The residential entrance door doubles as the required second means of egress from the retail spaces on the first floor via a 'back of house' corridor. This corridor also provides access to the trash room from the rear of the retail spaces and access to the rear terrace from the residential floors above.

A bicycle storage area will be located in the underground parking garage, accessible from the stairway and elevator. The elevator will be sized to accommodate stretchers and will therefore accommodate bicycles as well.

3.8.3 Parking and Vehicular Circulation

Automobiles will access the parking garage from Deering Road by way of an overhead garage door located at the west end of the building façade. Trash pick up and building loading will occur on Blue Hill Avenue to minimize commercial truck traffic on Deering Road.

3.9 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.

3.10 Design Submission and Project Drawings

Figures 3-1 through **3-14** more fully illustrate the design:

Figure 3-1 Cover Sheet
Figure 3-2 Site Survey
Figure 3-3 Information / Zoning
Figure 3-4 Architectural Site Plan
Figure 3-5 Garage Floor Plan
Figure 3-6 Ground Floor Plan
Figure 3-7 2nd Floor Plan
Figure 3-8 3rd Floor Plan
Figure 3-9 4th Floor Plan
Figure 3-10 Roof Plan
Figure 3-11 Exterior Elevations
Figure 3-11 Color Elevation
Figure 3-13 Perspectives
Figure 3-14 Perspectives

1199 - 1203 BLUE HILL AVENUE

M I X E D U S E D E V E L O P M E N T

SMALL PROJECT REVIEW

PROGRESS - BPDA PRELIMINARY SUBMISSION - FEBRUARY 15, 2017

RAYMOND DESIGN ASSOCIATES, INC • ARCHITECT

60 LEDGEWOOD PLACE, ROCKLAND, MA 02370

CIVIL ENGINEER:
BSC GROUP
803 SUMMER STREET
BOSTON, MASSACHUSETTS 02127

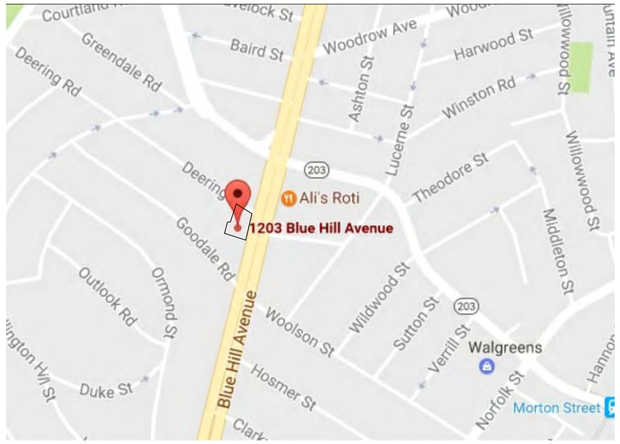
STRUCTURAL ENGINEER:
VEITAS AND VEITAS ENGINEERS INC.
639 GRANITE STREET
BRAINTREE, MASSACHUSETTS 02184

MEPFP ENGINEERS:
WOZNY / BARBAR & ASSOCIATES INC.
CONSULTING ENGINEERS
1076 WASHINGTON STREET
HANOVER, MA 02339

LIST OF DRAWINGS

LOCUS PLAN

NO SCALE



LOCATION PLAN

NO SCALE

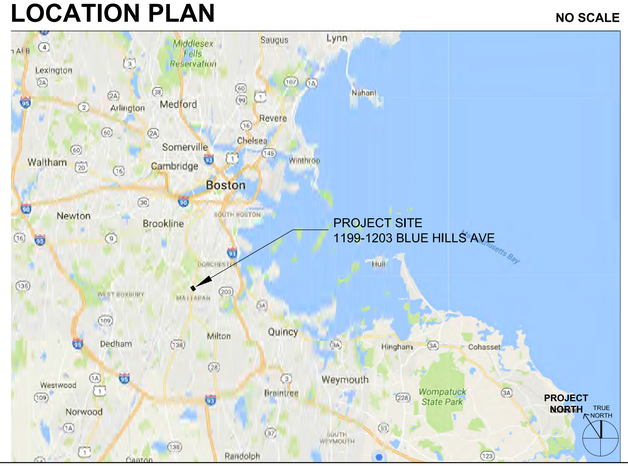


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FIGURE 3-1

1199 - 1203 BLUE HILL AVE
MIXED USE DEVELOPMENT
SMALL PROJECT REVIEW
COVER SHEET

REVISIONS:		
NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

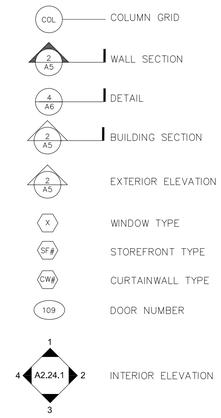
ISSUE DATE: 2/15/2017

A0.00

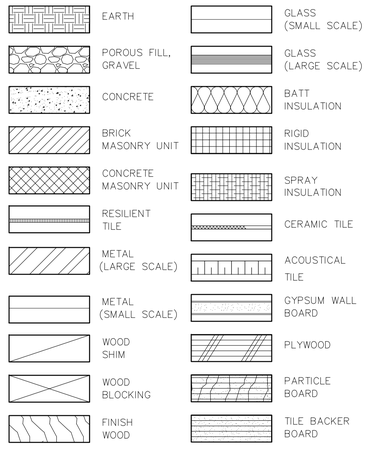
ABBREVIATIONS

A	
AC	ACOUSTICAL
A/C	AIR CONDITIONING
AC PLAS	ACOUSTICAL PLASTER
ACT	ACOUSTICAL TILE
AD	AREA DRAIN
ADD	ADDENDUM
ADJ	ADJACENT
ADJT	ADJUSTABLE
AFF	ABOVE FINISH FLOOR
AGG	AGGREGATE
ALT	ALTERNATE
ALUM	ALUMINUM
ANC	ANCHOR
ANC BLT	ANCHOR BOLT
ANOD	ANODIZED
APPROX	APPROXIMATE
APT	APARTMENT
ARCH	ARCHITECT
ASB	ASBESTOS
ASPH	ASPHALT
B	
BBD	BULLETIN BOARD
BD	BOARD
BET	BETWEEN
BIT	BITUMINOUS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BM	BENCH MARK
BOT	BOTTOM
BRG	BEARING
BRK	BRICK
BSMT	BASEMENT
BVL	BEVELED
C	
CAB	CABINET
CB	CATCH BASIN
CEM	CEMENT
CER	CERAMIC
CH	CEILING HEIGHT
CIP	CAST IN PLACE
CIR	CIRCLE
CJT	CONTROL JOINT
CK	CAULK
CLG	CEILING
CLG HGT	CEILING HEIGHT
CLL	CONTRACT LIMIT LINE
CLO	CLOSET
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
CNTR	COUNTER
COL	COLUMN
COMB	COMBINATION
COMP	COMPOSITION
CONC	CONCRETE
CONST	CONSTRUCTION
CONT	CONTINUOUS
CONTR	CONTRACTOR
CPT	CARPET
CRS	COURSE
CSMT	CASEMENT
CT	CERAMIC TILE
D	
DA	DOUBLE ACTING
DEM	DEMOLITION
DEP	DEPRESSED
DET	DETAIL
DF	DRINKING FOUNTAIN
DIAG	DIAGONAL
DIM	DIMENSION
DN	DOWN
DP PR	DAMPPROOFING
DS	DOWN SPOUT
DWG(S)	DRAWING(S)
DWR	DRAWER
E	
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRIC
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
EQ	EQUAL
EQUIP	EQUIPMENT
ETR	EXISTING TO REMAIN
EWC	ELECTRIC WATER COOLER
EXCA	EXCAVATE
EX	EXHAUST
EXIST	EXISTING
EXP	EXPOSED
EXT	EXTERIOR
F	
FA	FIRE ALARM
FB	FACE BRICK
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FHC	FIRE HOSE CABINET
FFE	FINISH FLOOR ELEVATION
FIB GL	FIBERGLASS
FIN	FINISH
FLASH	FLASHING
FLEX	FLEXIBLE
FLUOR	FLUORESCENT
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOS	FACE OF STUD
FP	FIRE PROOFING
FP	FIRE PROTECTION
FRT	FIRE RETARDANT TREATED
FTG	FOOTING
FUR	FURRING
FUT	FUTURE
G	
GA	GAUGE
GALV	GALVANIZED
GB	GRAB BAR
GC	GENERAL CONTRACTOR
GD	GRADE
GWB	GYPSUM WALLBOARD
H	
HCP	HANDICAP
HCWC	HANDICAP WATER CLOSET
HC	HOLLOW CORE
HD	HEAVY DUTY
HDR	HEADER
HDWR	HARDWARE
HM	HOLLOW METAL
HOR	HORIZONTAL
HP	HIGH POINT
HT	HEIGHT
HTG	HEATING
HVAC	HEATING,VENTILATING, AIR CONDITIONING
I	
ID	INSIDE DIAMETER
INSUL	INSULATION
INT	INTERIOR
J	
JST	JOIST
JC	JANITOR'S CLOSET
JT	JOINT
K	
KIT	KITCHEN
KO	KNOCK OUT
KPL	KICK PLATE
L	
LAB	LABORATORY
LAM	LAMINATE
LAV	LAVATORY
LBL	LABEL
LH	LEFT HAND
LIN	LINEN
L	LENGTH
LP	LOW POINT
LT	LIGHT
LTL	LINTEL
LWT	LIGHT WEIGHT
LWTC	LIGHT WEIGHT CONCRETE
M	
MAX	MAXIMUM
MBR	MEMBER
MC	MEDICINE CABINET
MECH	MECHANICAL
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MOD	MODULAR
MTL	METAL
MTL FR	METAL FRAME
N	
N/A	NOT APPLICABLE
NAT	NATURAL
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
O	
OA	OVERALL
OC	ON CENTER
OD	OUTSIDE DIAMETER
OH	OVERHEAD
OPH	OPPOSITE HAND
OPP	OPPOSITE
P	
PAR	PARALLEL
PB	PANIC BAR
PBD	PARTICLE BOARD
PCC	PRECAST CONCRETE
PF	PREFINISHED
PK	PARKING
PL	PLATE
PLAM	PLASTIC LAMINATE
PM	PRESSED METAL
PPL	PROPERTY LINE
PRM	PERIMETER
PT	PAINT
PTD	PAINTED
PTN	PARTITION
PV	PAVING
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
PWD	PLYWOOD
Q	
QT	QUARRY TILE
R	
R	RADIUS/RISER
RB	RUBBER BASE
RBT	RUBBER TILE
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
RES	RESILIENT
RFG	ROOFING
RFH	ROOF HATCH
RFL	REFLECT/ED/IVE/OR
RH	RIGHT HAND
RM	ROOM
RO	ROUGH OPENING
RVS	REVERSE
S	
SC	SOLID CORE
SCH	SCHEDULE
SD	STORM DRAIN
SECT	SECTION
SF	SQUARE FEET
SIM	SIMILAR
SL	SLEEVE
SP	SOUND PROOF
SPEC	SPECIFICATION
SQ	SQUARE
SRB	SPLIT RIBBED BLOCK
SRF	SYNTHETIC RUBBER FLOOR
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STOR	STORAGE
STRUC	STRUCTURAL
SV	SHEET VINYL
T	
T	TREAD
TB	TOWEL BAR
TEL	TELEPHONE
THK	THICKNESS
TOL	TOLERANCE
TOS	TOP OF SLAB
TO STL	TOP OF STEEL
TOW	TOP OF WALL
TPD	TOILET PAPER DISPENSER
TR	TRANSOM
TYP	TYPICAL
U	
UC	UNDERCUT
UNO	UNLESS NOTED OTHERWISE
UON	UNLESS OTHERWISE NOTED
V	
VCT	VINYL COMPOSITION TILE
VB	VAPOR BARRIER/VINYL BASE
VERT	VERTICAL
VT	VINYL TILE
VTR	VENT THROUGH ROOF
W	
W	WIDE/WIDTH
W/	WITH
WB	WALLBOARD
WC	WATER CLOSET
WD	WOOD
WH	WALL HUNG
WHB	WHEEL BUMPER
WM	WIRE MESH
WP	WATERPROOF(ING)
WR	WATER REPELLENT
WTW	WALL TO WALL
WWF	WELDED WIRE FABRIC
WWM	WELDED WIRE MESH

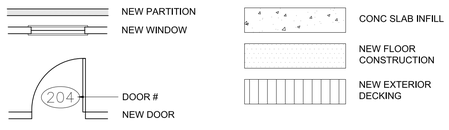
GRAPHIC SYMBOLS



MATERIAL SYMBOLS



FLOOR PLAN LEGEND



ZONING / CODE

DESCRIPTION	EXISTING	PROPOSED	ALLOWED / REQUIRED	REMARKS	
AREA					
SITE	10,747 SF		300 SF		
GARAGE - LOWER LEVEL		10083 SF		(INCLUDES DRIVEWAY RAMP)	
GROUND FLOOR (STREET)		7070 SF		(DOES NOT INCLUDE DRIVEWAY RAMP)	
SECOND FLOOR		8121 SF			
THIRD FLOOR		8121 SF			
FOURTH FLOOR		8121 SF		(41,516 SF GROSS BLDG AREA)	
FAR - FLOOR AREA RATIO		2.92 FAR	1.0 FAR	(31,433 / 10,747 = 2.92 FAR)	VARIANCE REQUIRED
				EXCLUDES GARAGE LEVEL AND DRIVEWAY RAMP	
BUILDING SET BACKS					
SIDE		2'-0"	NONE		
FRONT		4'-0"/4'-6"	NONE		
BACK		29'-0"	20'-0"	26'-0" @ 2ND FLOOR BAYS	
BUILDING HEIGHT - MEDIUM		53'-10"	35'-0"	53-10" / 48'-6"	VARIANCE REQUIRED
ROOM UNIT TYPES / SIZES		21 UNITS			
1 BEDROOM (3)		700 SF			
2 BEDROOM (3)		1080 SF			
2 BEDROOM (15)		990 SF			
AFFORDABLE UNITS				PER THE BPDA (BRA)	
1 BEDROOM				REQUIREMENTS	
2 BEDROOM					
PARKING SPACES (22 SPACES)					
STANDARD SPACES		21			
HP SPACES		1			
RETAIL STAFF SPACES		0			
OPTION - CAR LIFTS				CAR LIFTS MAY BE UTILIZED AT	
				SPACES 11 THROUGH 16	
OPEN SPACE AREAS					
REAR COURT YARD		1930 SF	1050 SF	21 UNITS x 50 SF = 1050 SF	
FRONT PLANTING AREAS		1015 SF			

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FIGURE 3-3

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

PROJECT INFORMATION SHEET

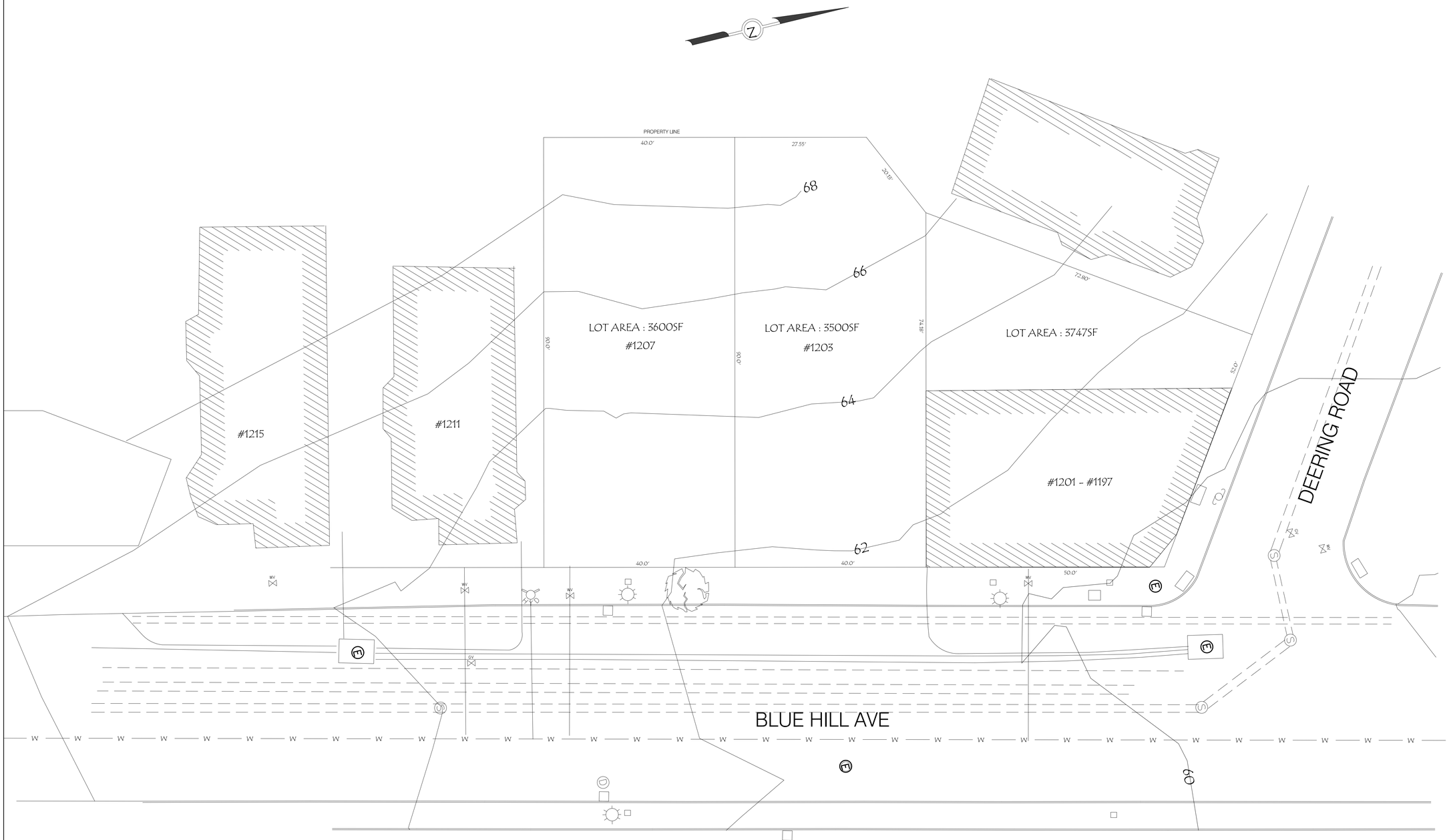
REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A0.01



PROJECT NORTH

TRUE NORTH

1 SITE SURVEY

SCALE: 1" = 10'-0"

0' 5' 10' 20'

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FIGURE 3-2

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

SITE SURVEY

REVISIONS:		
NO.	DATE	DESCRIPTION

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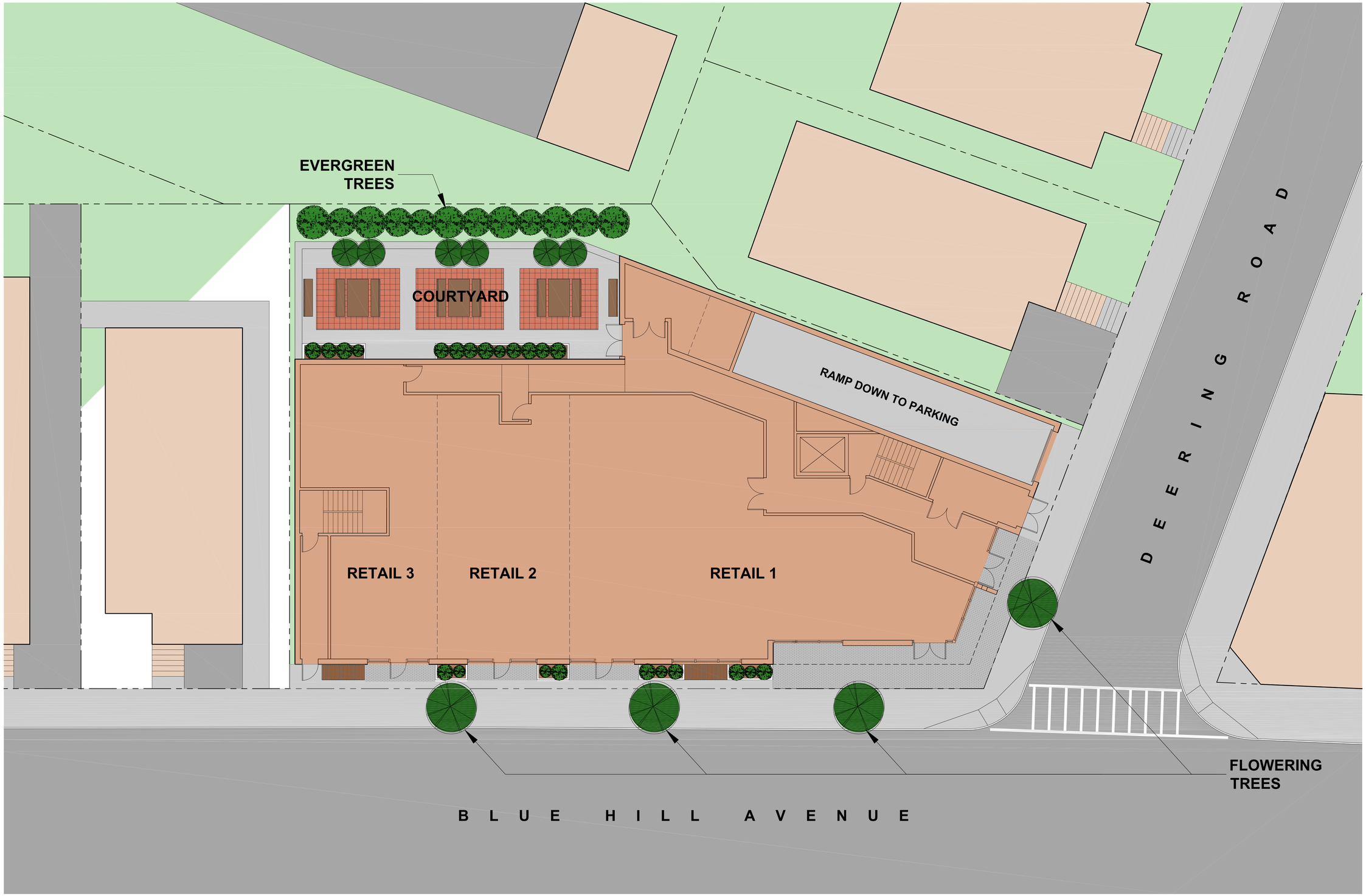
ISSUE DATE: 2/15/2017

S1.01



PROJECT NORTH

TRUE NORTH

1 ARCHITECTURAL SITE PLAN

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-4

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

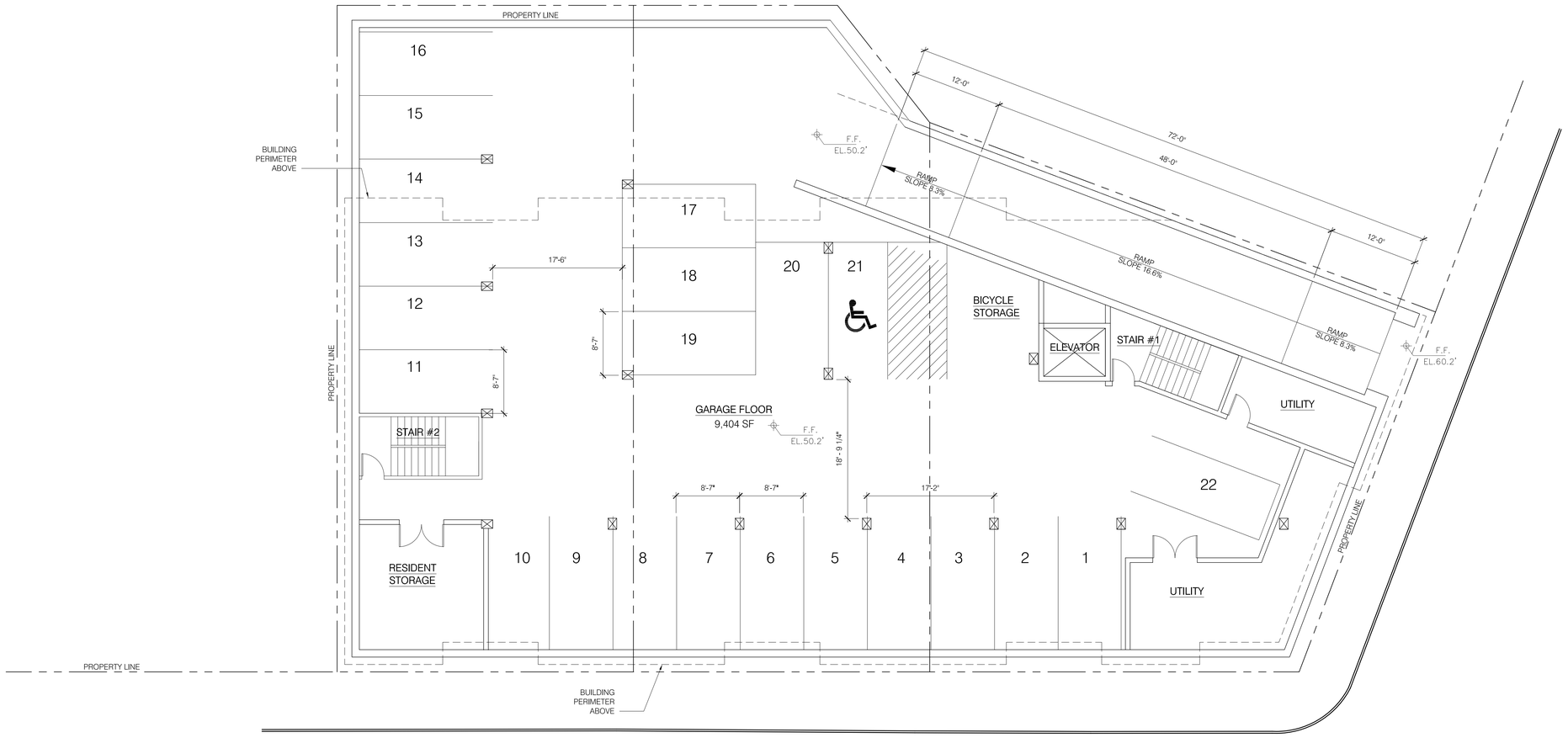
ARCHITECTURAL SITE PLAN

REVISIONS:		
NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A0.02



PROJECT NORTH

TRUE NORTH

1 GARAGE FLOOR PLAN (10,083 GSF)

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-5

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

GARAGE FLOOR PLAN

REVISIONS:

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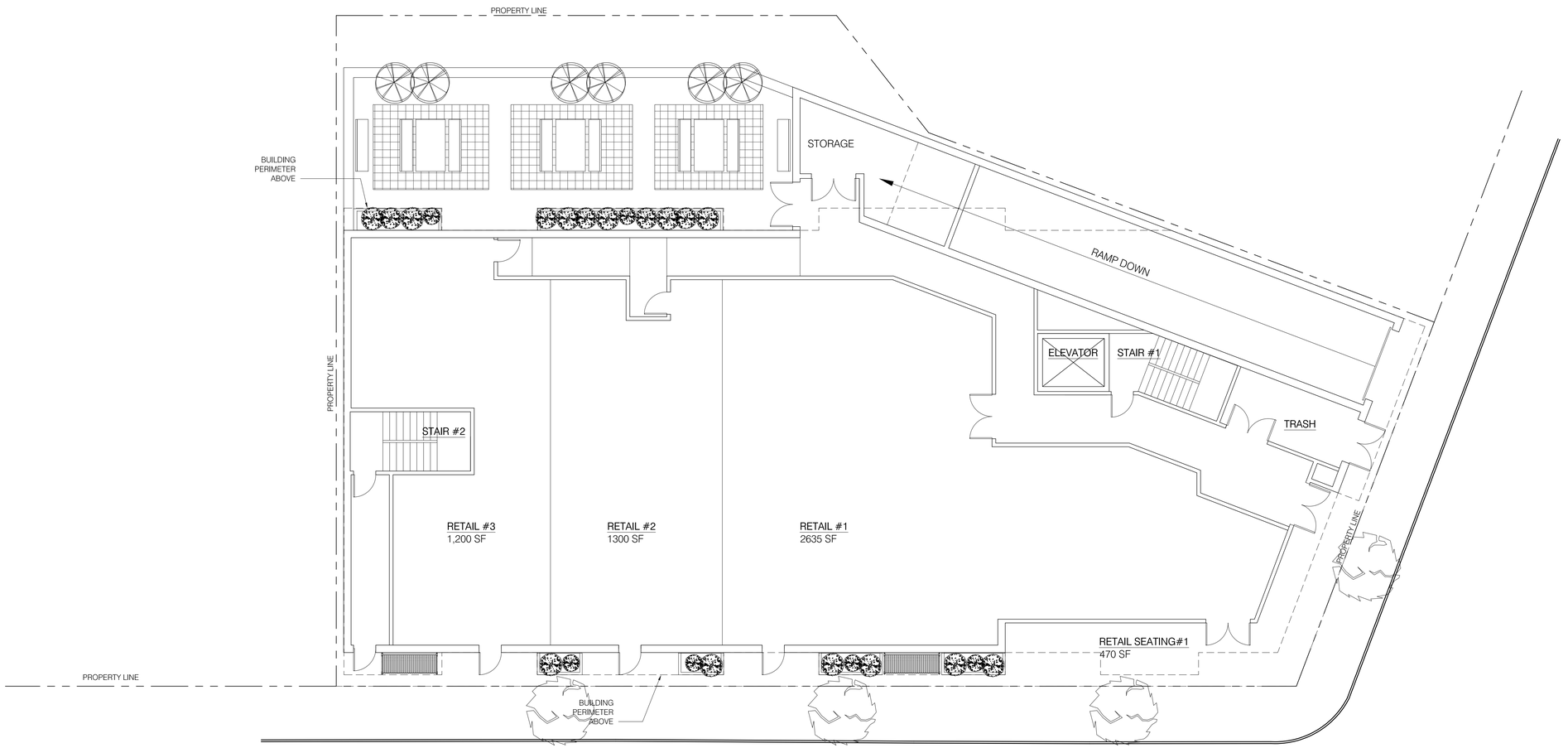
ISSUE DATE: 2/15/2017

A1.00



PROJECT NORTH

TRUE NORTH

1 GROUND FLOOR PLAN (7,070 GSF)

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-6

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

GROUND FLOOR PLAN

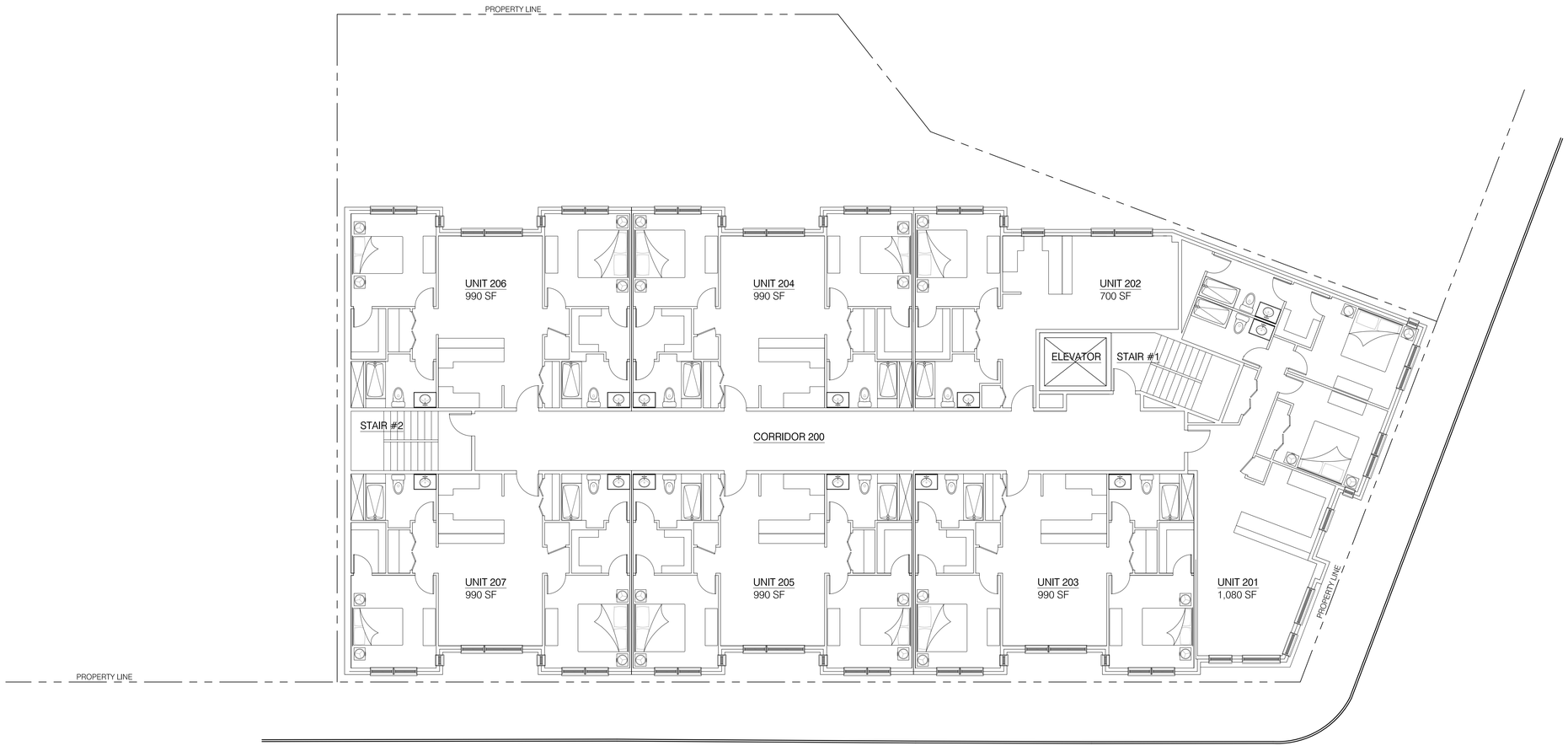
REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.01



PROJECT NORTH

TRUE NORTH

1 2ND FLOOR PLAN (8,121 GSF)

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-7

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

2ND FLOOR PLAN

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

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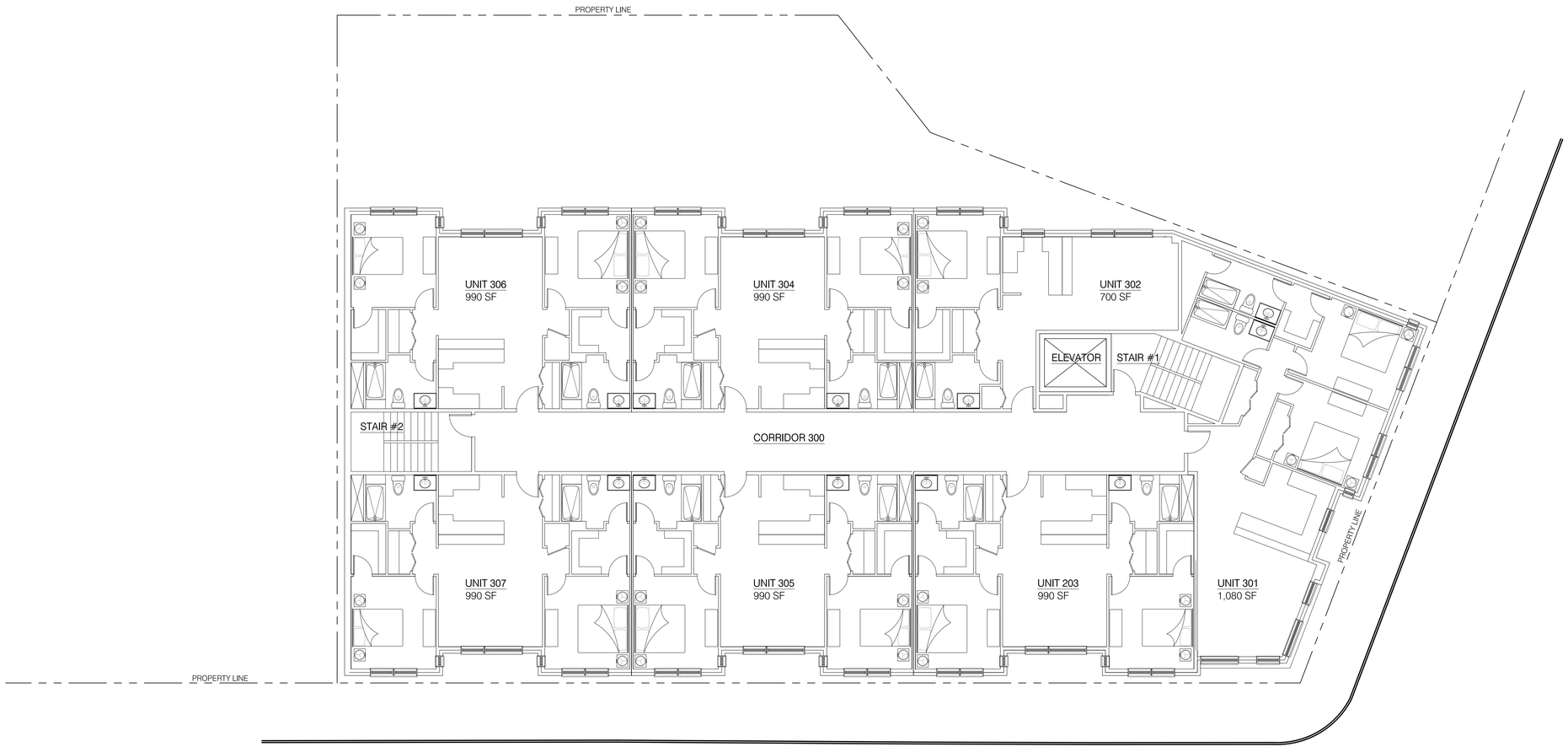
A1.02



PROJECT NORTH

TRUE NORTH

1 3RD FLOOR PLAN (8,121 GSF)

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-8

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

3RD FLOOR PLAN

REVISIONS:

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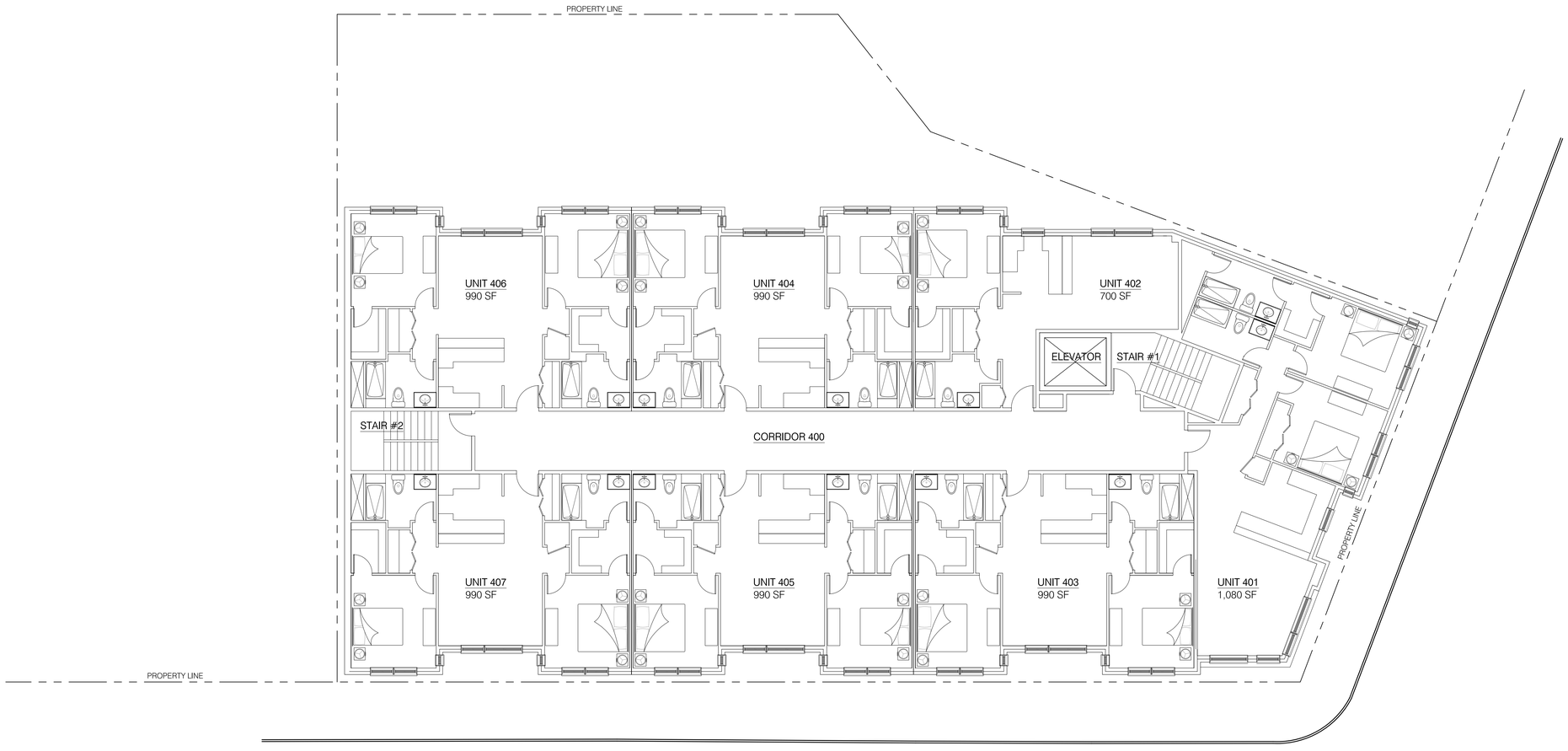
A1.03



PROJECT NORTH

TRUE NORTH

1 4TH FLOOR PLAN (8,121 GSF)

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-9

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

4TH FLOOR PLAN

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.04

PROJECT NORTH

TRUE NORTH

1 ROOF PLAN

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

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FIGURE 3-10

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

ROOF PLAN

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.05

1 EXTERIOR ELEVATION - BLUE HILL AVENUE
SCALE: 1/8" = 1'-0"
0' 4' 8' 16'

2 EXTERIOR ELEVATION - DEERING ROAD
SCALE: 1/8" = 1'-0"
0' 4' 8' 16'

3 EXTERIOR ELEVATION - REAR YARD
SCALE: 1/8" = 1'-0"
0' 4' 8' 16'

KET PLAN

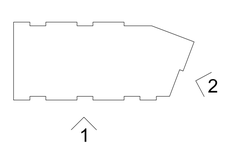

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FIGURE 3-11

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

EXTERIOR ELEVATIONS

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.06.1

1 EXTERIOR ELEVATION - BLUE HILL AVENUE

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

KEY PLAN

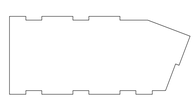

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FIGURE 3-12

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

COLOR ELEVATION

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.06.2

MASSING - AERIAL VIEW FROM SOUTHEAST

NOT TO SCALE

MASSING - AERIAL VIEW FROM NORTHEAST

NOT TO SCALE

EAST FACADE

NOT TO SCALE

NORTH EAST FACADE

NOT TO SCALE

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FIGURE 3-13

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

PERSPECTIVES

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.07

MASSING - AERIAL VIEW FROM SOUTHWEST

NOT TO SCALE

MASSING - AERIAL VIEW FROM NORTHWEST

NOT TO SCALE

WEST FACADE

NOT TO SCALE

NORTH WEST FACADE

NOT TO SCALE

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FIGURE 3-14

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

PERSPECTIVES

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

A1.08

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 traffic study. However, the Proponent has engaged BSC Group to document the transportation impacts of the Project. This study includes a review of the existing conditions; estimates trips to be generated by the proposed development; and provides a discussion on site access and circulation, existing transit, and proposed parking.

4.2 Project Overview

The Site is comprised of three existing lots totaling approximately 10,800 sf. The Project proposes to construct one four-story building consisting of approximately 3,000 gsf of retail space and 55 seats (2,800 gsf) of restaurant space on the first floor, as well as three stories of a total of 21 residential units. The Project will also involve an underground parking structure with a total of 22 parking spaces (including 1 handicap parking space).

4.3 Trip Generation

Trips for the proposed Project can be estimated using the Institute of Transportation Engineers (ITE) Trip Generation manual (9th ed., 2012). Trips for the proposed Project have been estimated using ITE Land Use Code (LUC) 820 – Shopping Center, ITE LUC 931 – Quality Restaurant, and ITE LUC 230 – Residential Condominium/Townhouse. **Table 4-1** summarizes the vehicle trip generation estimates for the proposed Project.

Table 4-1 Vehicle Trip Generation Summary

Time Period		3,000 SF Retail[a]	55-Seat Restaurant[b]	21 Residential Units[c]	Total Vehicle Trips
Weekday Daily	Total	128	157	165	450
Weekday	Enter	2	1	3	6
Morning	Exit	1	1	12	14
Peak Hour	Total	3	2	15	20
Weekday	Enter	5	9	11	25
Afternoon	Exit	6	5	6	17
Peak Hour	Total	11	14	17	42
Saturday Daily	Total	150	155	504	809
Saturday	Enter	7	11	26	44
Midday	Exit	7	7	23	37
Peak Hour	Total	14	18	49	81

[a]based on ITE LUC 820 – Shopping Center

[b]based on ITE LUC 932 – High Turnover (Sit-Down) Restaurant

[c] based on ITE LUC 230 – Residential Condominium/Townhouse

The vehicle-trips estimated in **Table 4-1** above were converted into person-trips using Vehicle Occupancy Rates (VOR) based on 2009 National Household Travel Survey data[1]. Mode split data obtained from the Boston Transportation Department (BTD) has been applied to the total person-trips to account for the different modes of travel available in the City. These mode split data for Zone 14, in which the Project is located, were applied to the person-trips, resulting in the expected number of vehicle, transit, and walk/bicycle trips for the Project, shown in **Table 4-2**.

[1] Summary of Travel Trends, 2009 National Household Travel Survey, US Department of Transportation, Federal Highway Administration

Table 4-2 Mode Split

Time Period		Vehicle Trips	Transit Trips	Walk/Bicycle Trips
Weekday Daily	Total	308	62	156
Weekday	Enter	5	0	3
Morning	Exit	9	4	2
Peak Hour	Total	14	4	5
Weekday	Enter	16	8	8
Afternoon	Exit	11	2	9
Peak Hour	Total	27	10	17
Saturday Daily	Total	553	118	233
Saturday	Enter	31	7	12
Midday	Exit	27	4	11
Peak Hour	Total	58	11	23

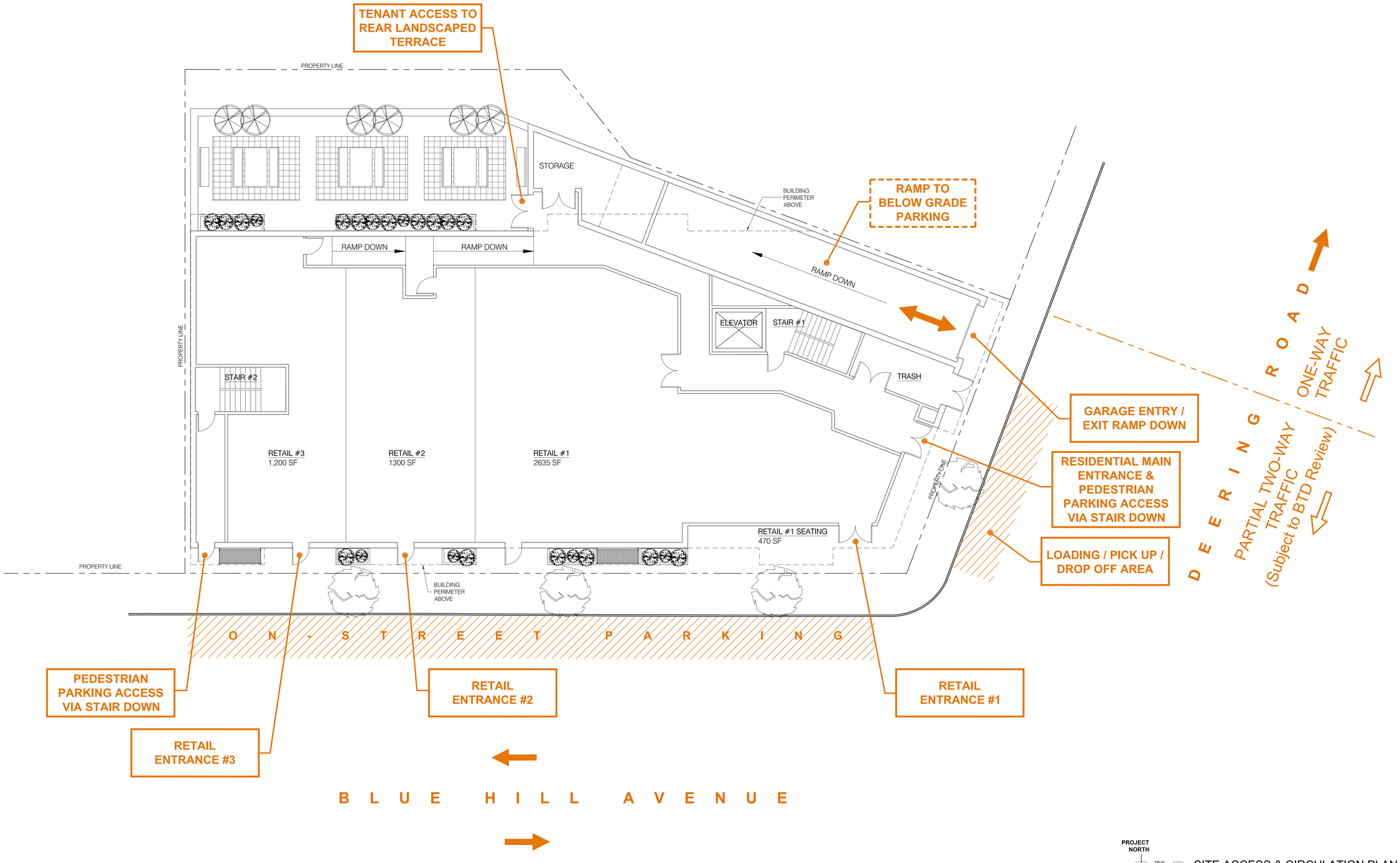
As shown in **Table 4-1**, the Project is estimated to generate 14 vehicle trips (5 entering, 9 exiting) during the weekday morning peak hour, 27 vehicle trips (16 entering, 11 exiting) during the weekday afternoon peak hour, and 58 vehicle-trips (31 entering, 27 exiting) during the Saturday midday peak hour. On a daily basis, the Project is expected to generate 308 vehicle trips during a typical weekday and 553 vehicle trips during a typical Saturday.

4.4 Site Access and Circulation

Vehicular access to the Project's underground parking garage will be provided via the existing curb cut on Deering Road. The garage parking spaces will be accessed from Deering Road, a one-way public road located at the north side of the building, which the Proponent is requesting that Boston Transportation Department consider modifying to two-ways between the driveway and Blue Hill Avenue.

Pedestrian access to all spaces will be provided along both Blue Hill Avenue and Deering Road. See **Figure 4-1**. **Site Access and Circulation Plan**

Trash and recyclables will be stored within the building and accessed from Deering Road. Move-in/move-out activity for the residential use will occur either from Blue Hill Avenue or from the Deering Road driveway.



PROJECT NORTH

TRUE NORTH

1 SITE ACCESS & CIRCULATION PLAN

SCALE: 1/8" = 1'-0"

0' 4' 8' 16'

RDA

Raymond Design Associates, Inc.
60 Ledgewood Place
Rockland, Mass.
02370

FIGURE 4-1

1199 - 1203 BLUE HILL AVE

MIXED USE DEVELOPMENT

SMALL PROJECT REVIEW

SITE ACCESS & CIRCULATION PLAN

REVISIONS:

NO.	DATE	DESCRIPTION

DRAWING SCALE: AS NOTED

ISSUE DATE: 2/15/2017

4.5 Transit

The Project site is located within walking distance to five Massachusetts Bay Transit Authority (MBTA) bus routes: 21, 26, 28, 29, and 31, which run along Morton Street and/or Blue Hill Avenue. These bus routes provide direct connections to various MBTA Red and Orange Line Stations, including Forest Hills, Ashmont, Roxbury Crossing, Mattapan, Ruggles, and Jackson Square. The bus routes also connect to Dudley Square, which is a major connection to other bus routes, and to the Needham, Franklin, Attleboro/Stoughton, and Fairmount Commuter Rail lines, as well as to the Mattapan High Speed Line. The peak hour headways for the bus routes range between approximately 6-30 minutes.

Also within a half-mile walking distance is the MBTA Morton Street Station which services the Fairmont and Franklin Commuter Rail lines, both of which provide connections to South Station. The Fairmount commuter rail line operates approximately every 45 minutes during peak commuter hours, while the Franklin commuter rail line operates every 20-30 minutes during peak commuter hours.

4.6 Parking

The Zoning Code outlines parking requirements for various neighborhoods of Boston. **Table 4-3** outlines the parking requirements for this Project within Article 60- The Greater Mattapan Neighborhood District.

Table 4-3 Article 60 - Zoning Code Parking Requirements

Use	Size	Parking Requirement	No. of Parking Spaces
Residential	21 Units	1 space per Unit	21 spaces
Retail	3,000 SF	2.0 spaces per 1,000 SF	6 spaces
Restaurant	2,800 SF	0.3 per Seat	16.5 spaces
TOTAL			**43.5 SPACES**

Based on the above Zoning Code calculations, the Project is required to provide 43.5 off-street parking spaces. The Project is currently proposing 22 parking spaces. Due to the multi-modal nature of the neighborhood (as discussed in **Section 4.5**), the Proponent does not believe that the number of parking spaces outlined in **Table 4-3** is needed for the Project and will be requesting a variance from the Board of Appeal.

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 1.0 to 1.5 spaces per 1,000 SF for retail and restaurant uses, and 1.0 to 1.5 parking spaces per residential unit. Based on these calculations, BTD recommends a maximum of between 27 and 40 parking spaces. The proposed underground parking structure will provide 22 parking spaces.

In addition, the Proposed Project will also provide residents and building tenants with a secure bicycle storage area within the parking garage accommodating 21 bicycles as well as exterior bicycle racks near major building entrance consistent to accommodate 5- spaces which is consistent with the *City of Boston Bicycle Parking Guidelines.*

4.7 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 2 car sharing locations (with a total of 11 vehicles) located within about one-and one-quarter miles from the Project Site, including one vehicle at 451 River Street and ten vehicles at the Mattapan MBTA Station.

4.8 Shared Bicycles

Hubway, a bicycle sharing system in Metro Boston launched in July 2011, now has more than 1,300 bicycles 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 closest Hubway Station is located at Franklin Park Zoo, approximately one and a half miles from the Project site.

4.9 Conclusion

The Project is a transit-oriented development, conveniently located within close walking distance to public transit. The Site is adjacent to five (5) MBTA Bus Routes and is within walking distance to the MBTA Morton Street Commuter Rail Station.

The Project is expected to result in 14 vehicle trips (5 entering, 9 exiting) during the weekday morning peak hour, 27 vehicle trips (16 entering, 11 exiting) during the weekday afternoon peak hour, and 58 vehicle-trips (31 entering, 27 exiting) during the Saturday midday peak hour. On a daily basis, the Project is expected to generate 308 vehicle trips during a typical weekday and 553 vehicle trips during a typical Saturday.

The Project is currently proposing 22 parking spaces. Due to the multi-modal nature of the neighborhood, the Proponent does not believe that the required number of parking spaces calculated according to BPDA guidelines is needed for the Project and will be requesting a variance from the Board of Appeal.

5.0 INFRASTRUCTURE

5.1 Introduction

BSC Group conducted utility research with the Boston Water Sewer Commission (BWSC) and obtained record plans and GIS information detailing the existing infrastructure available to serve the proposed project site. The project site is situated at the intersection of Blue Hill Avenue and Deering Road in Boston (Mattapan), Massachusetts. Review of the available record plans and materials obtained from the BWSC shows that there is adequate water, sewer and drainage infrastructure within both roadways to serve the project site for the proposed retail and residential uses. Additionally, electric, gas, telephone and cable services are available to the Project Site and service connections will be coordinated with the appropriate utility companies as the design process advances.

Currently, there is existing storm drainage and sanitary sewer infrastructure existing within Deering Road and Blue Hill Avenue. An existing 12-inch sanitary sewer line within Deering Road flows westward towards Blue Hill Avenue where it ties into an existing 12-inch sanitary sewer line. There is also an existing 12-inch separated storm drainage line within Deering Road and a 20-inch separated storm drainage line within Blue Hill Avenue that could be utilized for the proposed stormwater management system connections. Additionally, there are existing 8-inch cement lined ductile iron (DICL) high pressure water mains in both Deering Road and Blue Hill Avenue that would be adequate to service the project site for the development program use requirements. The project intent is to provide all utility services from Blue Hill Avenue to minimize construction impacts to Deering Road to the maximum extent practicable. All proposed water, sewer and drain connections will comply with Boston Water and Sewer Commission regulations.

As the site exists today, there is no means for retaining stormwater on site. The proposed stormwater management system will incorporate measures to reduce the peak discharge rates to the BWSC system and will retain stormwater on site up to the 1-inch storm event as required by BWSC. As a redevelopment site, post development drainage conditions will comply with the Massachusetts DEP stormwater standards to the maximum extent practicable. The implementation of best management practices and erosion and sedimentation control devices will be utilized during construction to mitigate environmental impacts.

5.2 Sewer System

The Proposed Project will have an estimated daily sewage flow of approximately 4,580 gallons per day (gpd) as detailed in **Table 5-1** that follows. The Sewer Service from the Proposed Project Site will

connect to the existing 12-inch sanitary sewer main in Blue Hill Avenue. See also **Figure 5-1. BWSC Sewer System Map.**

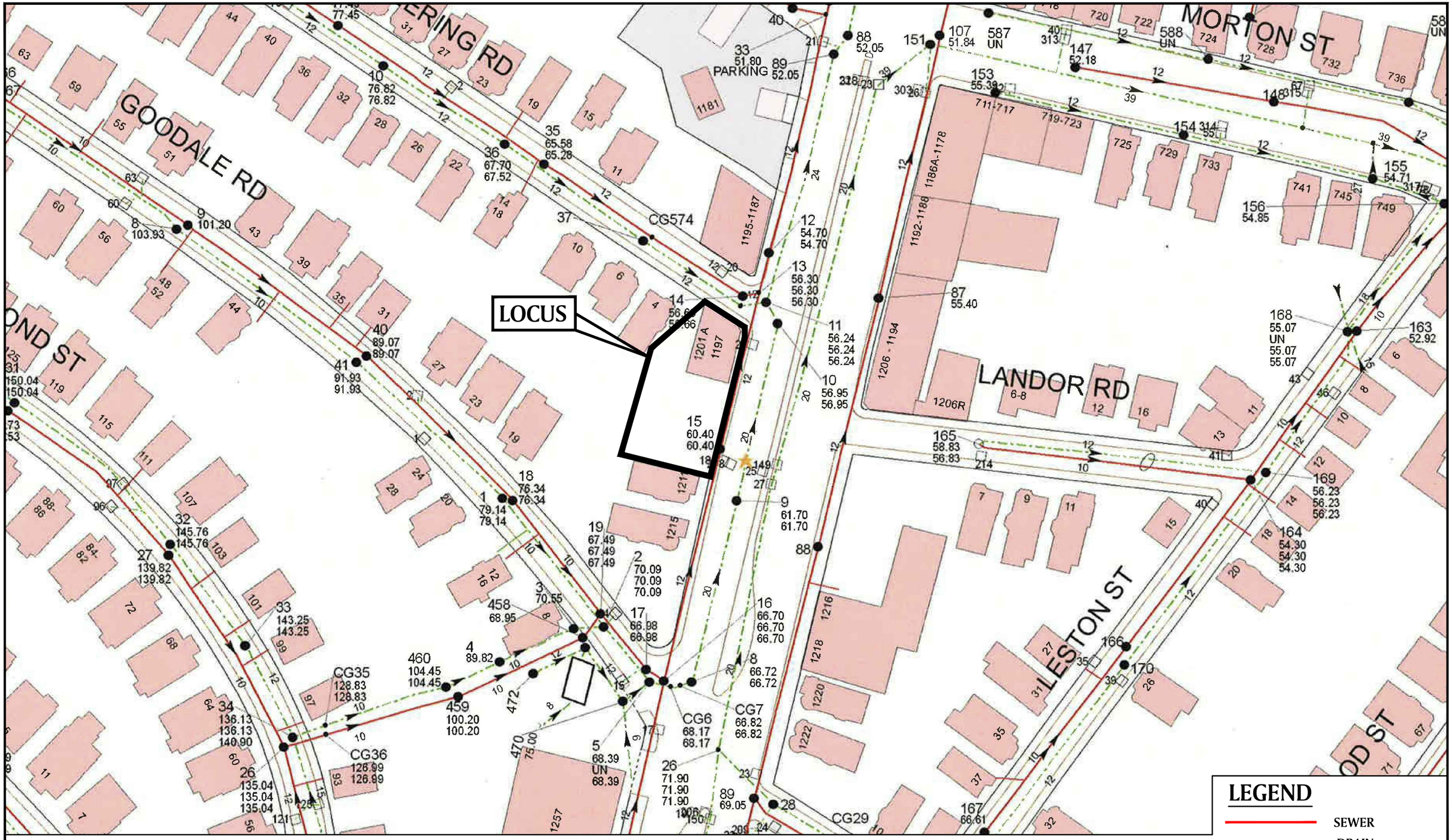
The Proposed Project does not propose any industrial uses and flows and total flows are below 15,000 gpd that would require filing with the Massachusetts Department of Environmental Protection for a Sewer Connection Permit or Compliance Certificate.

Table 5-1 Proposed Project Sewage Flow

Proposed Project		
Building Use	**314 CMR 15.203 Sewage Flow Estimates**	**Estimated Flow**
39 Bedrooms	110 gallons/bedroom	4,290 ± GPD
5,800 ± S.F Retail/Restaurant	50 gpd/1,000 SF	290 ± GPD
TOTAL		**4,580 ± GPD**

5.3 Water Supply System

Using a conservative factor of 1.1 and applying that to the average daily sewer flows, there is estimated to be an average daily water demand of 5,038 GPD. It is anticipated that the project development will require two separate water lines for domestic and fire protection services and that the existing 8-inch DICL high pressure water main in Blue Hill Avenue will be utilized for service connections. Should the City require a redundant fire protection service, this service would then be provided from the 8-inch DICL high pressure water min in Deering Road. Final sizing of the proposed water lines and fire flow testing will be coordinated with the plumbing engineer and BWSC as the design phase advances. See **Figure 5-2. BWSC Water System Map**.



BSC GROUP
803 Summer Street
Boston, Massachusetts
02127
617 896 4300

BOSTON WATER & SEWER COMMISSION

UTILITY RESEARCH 1199-1203 BLUE HILL AVENUE

FIGURE 5-1: EXISTING SEWER AND DRAIN INFRASTRUCTURE GIS

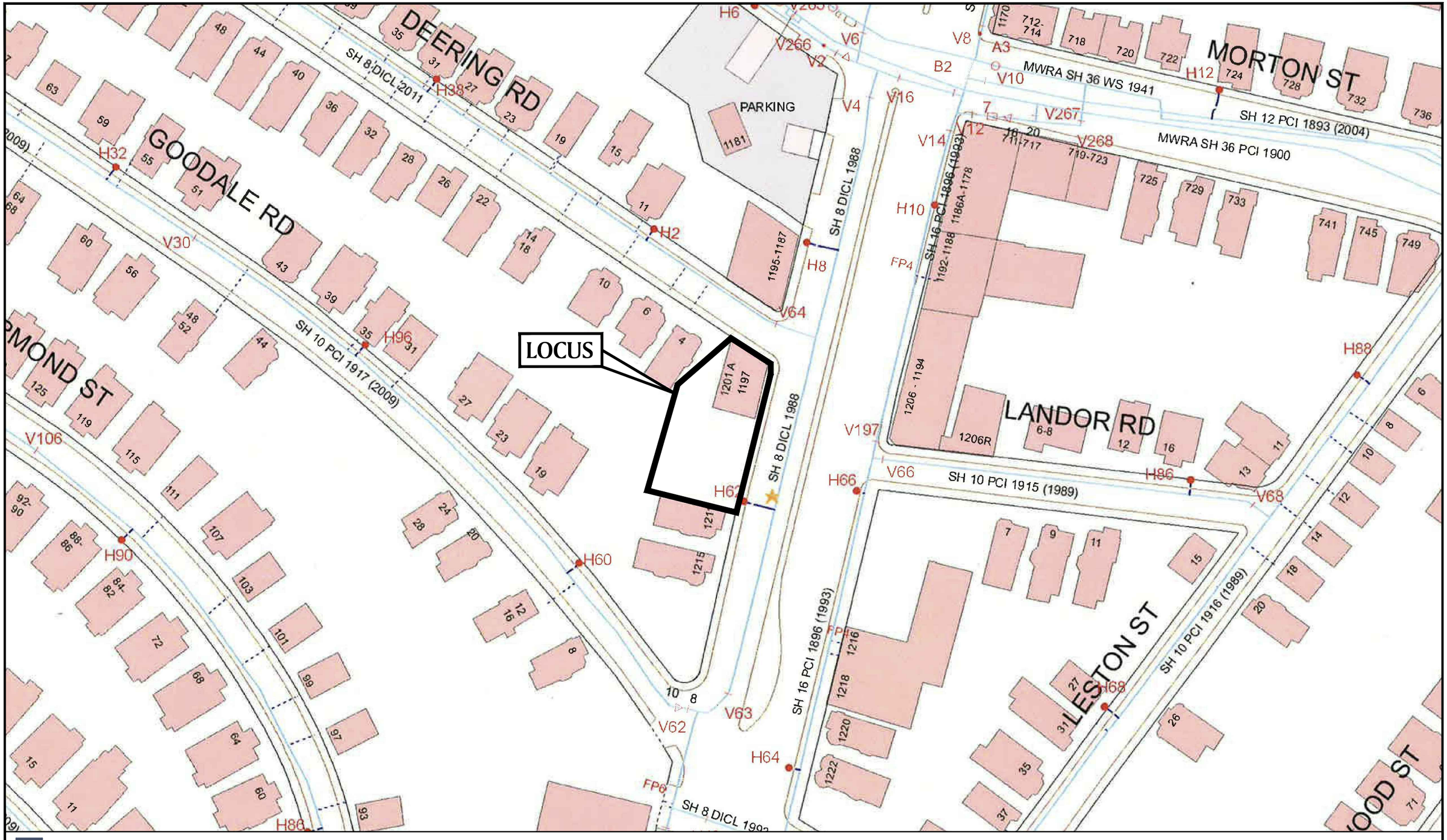
LEGEND

SEWER

DRAIN

SCALE: 1" = 80'

0 40 80 160 FEET



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BOSTON WATER & SEWER COMMISSION

UTILITY RESEARCH 1199-1203 BLUE HILL AVENUE

FIGURE 5-2: EXISTING WATER INFRASTRUCTURE GIS

SCALE: 1" = 80'

0 40 80 160 FEET

5.4 Stormwater

Stormwater runoff from roofs, courtyard areas and associated landscaped areas, will be collected and conveyed to an underground stormwater infiltration system within the proposed site development. The system will be designed to retain and infiltrate the 1-inch of rain from all impervious surfaces per the Boston Water and Sewer Commission requirements. Moreover, overflow from larger less frequent storm events will be discharged through a new piped connection to the existing storm drainage system within Blue Hill Avenue.

An approved oil / grease separator will be sized and designed to collect any flow to floor drains within the underground parking garage. As required by the Boston Water and Sewer Commission, discharges from the oil / grease separator will be discharged to the existing sanitary sewer line and will not be connected to a storm drain.

Erosion and sedimentation controls shall be established prior to the commencement of any construction related activities. The contractor shall be responsible for the installation and general maintenance of all erosion and sedimentation controls for the duration of construction activities. It is recommended that the best management practices include, but not be limited to, street sweeping, dust control, silt fence and perimeter controls such as straw wattles and sediment inlet protection devices for existing catch basins in Deering Road and Blue Hill Avenue. Good housekeeping practices will also be followed including collecting waste materials in covered receptacles, proper use and disposal of materials, and employing spill prevention practices. The Site Plan approval through Boston Water and Sewer Commission will include an Operations and Maintenance Plan for all stormwater best management practices (BMP's) used in the project.

5.5 Coordination with BWSC

As the design and engineering of the Proposed Project continues, the Proponent will meet with the BWSC to review. As part of this coordination the Proponent will perform the following:

- The proponent's engineer will contact the Boston Water and Sewer Commission and the Public Works Department to evaluate existing utilities and provide coordination for utility installation with the COBUCS program for paving city projects and to determine the best location of water sewer drain and other utility connections
- Prior to the start of construction, the Proponent will submit a site plan and a General Service Application to BWSC.
- All new water and sewer facilities connecting to BWSC's facilities will be designed in accordance with BWSC's Water Distribution System Regulations, Sewer Use Regulations and Requirements for Site Plans.
- A landscape plan has not yet been completed for the Proposed Project; however, the Proponent will design a landscape planting plan that requires minimal watering.
- The Proponent will provide for a connection to the BWSC's automatic reading system.
- The Proposed Project's sanitary sewer lines and building storm drains will be separated.
- All drains from the parking lot will include water quality filtration.

6.0 PROJECT CERTIFICATION

This SPRA form has been circulated to the Boston Planning and Development Agency as required by Article 80E of the Boston Zoning Code.

ASCON CONSTRUCTION, Development Manager
On behalf of 1199 - 1203 Blue Hill Ave LLC

Signature of Proponent
Brian McElliogott, President

04/14/17
Date

MITCHELL L. FISCHMAN ("MLF CONSULTING") LLC

Signature of Proponent's
Representative
Mitchell L. Fischman, Principal

04/14/17
Date

1199 - 1203 Blue Hill Avenue

Mattapan (Boston), Massachusetts

Small Project Review Application

Mixed-Use Residential / Commercial Development **April 21, 2017**

MLF CONSULTING LLC

RDA