

Memo

To: Raul Duverge, Boston Planning & Development Agency (“BPDA”)

From: Addison Street Partners, LLC

Date: November 28th, 2018

Re: 144 Addison Street – Supplemental Information

Addison Street Partners, LLC is submitting the enclosed Supplemental Information related to the proposed multi-family residential project located at 144 Addison Street (the “Project”) is in response to feedback provided by the City of Boston and the neighborhood. Our team filed an Expanded PNF with the City of Boston on January 19th, 2018 and a Scoping Determination was issued on May 18th, 2018. We filed a DPIR with the City on August 13th, 2018 in response to additional City agency and community comments.

The site consists of approximately 143,139 sf (3.3 acre) of land area entirely paved with asphalt and currently used for surface parking (the “Project Site”). There are no existing buildings on the Project Site.

We have engaged in extensive community outreach throughout 2017 and 2018, including formal community meetings and informal talks with abutters, community leaders, elected officials and City of Boston staff. The following list represents community meetings we have held to describe the Project and gather neighborhood input:

- 5/2017-6/2017 - Individuals Meeting with Abutters & Stakeholders
 - 8/10/2017 - Abutter Meeting
 - 9/11/2017 - Harbor View Neighborhood Association Meeting
 - 9/18/2018 - Orient Heights Neighborhood Association Meeting
 - 12/12/2017 - Abutter Meeting
 - 1/31/2018 - IAG Meeting
 - 3/1/2018 - BPDA Community Meeting
 - 3/6/2018 - BCDC Presentation
 - 6/28/2018 - IAG Meeting
 - 7/17/2018 - BCDC Subcommittee Meeting #1
 - 8/21/2018 - BCDC Subcommittee Meeting #2
 - 9/6/2018 - IAG Meeting
 - 9/10/2018 - BPDA Community Meeting
 - 9/24/2018 - IAG Meeting
 - 9/25/2018 - BCDC Subcommittee Meeting #3
 - 10/1/2018 - Harbor View Neighborhood Association Meeting
 - 10/2/2018 - BCDC Presentation
 - 10/3/2018 - Conservation Commission Public Hearing
 - 10/10/2018 - BPDA Community Meeting
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- 10/15/2018 - Orient Heights Neighborhood Association Meeting
- 10/23/2018 - Abutter Meeting
- 11/7/2018 - IAG Meeting
- 11/19/2018 - Orient Heights Neighborhood Association Meeting

Throughout this community process, our team has gathered community and City agency concerns as it relates the following five topics:

1. Density

The PNF and DPIR submissions proposed 270 new housing units and 179 parking spaces within 2 new buildings, along with associated landscape and streetscape improvements. That proposal equated to an FAR of 1.58, which was 21% below the maximum allowable FAR of 2.0 for both the McClellan EDA and designated PDA. In response to community request, we are reducing the Project to 250 new housing units and 173 parking spaces, equal to an FAR of 1.55 (22% below the maximum allowable FAR, as noted above). Below is a table summarizing the program changes.

	PNF & DPIR Submission	Supplemental Information
Project Component	Dimensions/Count	Dimensions/Count
Project Site	143,139 sf (3.3 acre)	143,139 sf (3.3 acre)
Gross Floor Area	approximately 226,400 sf	approximately 222,275 sf*
Floor Area Ratio	1.58	1.55
Residential Uses	270 new housing units <ul style="list-style-type: none"> • 54 studio units (20%) • 144 one-bedroom units (53%) • 72 two-bedroom units (27%) 	250 new housing units <ul style="list-style-type: none"> • 26 studio units (10%) • 151 one-bedroom units (60%) • 73 two-bedroom units (30%)
Vehicle Parking	179 parking spaces <ul style="list-style-type: none"> • including 7 accessible spaces 	173 parking spaces <ul style="list-style-type: none"> • including 7 accessible spaces
Bicycle Parking	250 covered spaces for residents 15 spaces for visitors (at Urban Court)	250 covered spaces for residents 15 spaces for visitors (at Urban Court)
Open Space	approximately 80,194 sf	approximately 80,994 sf

*The reduction in Gross Floor Area associated with the reduction of units was offset by the addition of Gross Floor Area associated with a design request by BCDC related to enclosing a pedestrian connection between the two buildings.

In addition to the unit count, some of the directly abutting Saratoga Street neighbors expressed privacy concerns due to the height and proximity of the building on the Project Site's north side (the "North Building") to their homes. In response to this concern, our team presented 2 design alternatives to the neighbors to obtain feedback on their preferred massing approach. One alternative proposed the 20-unit reduction as a 'straight cut' along the full height of the northeast corner of the North Building, and the second alternative proposed the same unit reduction through a stepped-back terraced approach. The neighbors confirmed their preference for the stepped-back terraced approach. We have revised our proposal to include this preferred massing approach. Please refer to the enclosed *Figures 1 – 7* reflecting the density and massing change.

2. Vehicular Access onto Addison Street

Our team worked with Howard Stein Hudson (“HSH”) traffic engineers to obtain existing trip data and analyze traffic operations for the Build and No-Build Conditions of the Project. As a result, and in response to community feedback, the PNF submission proposed the only access into the site to be off McClellan Highway and through a private driveway (“McClellan Driveway”), except for non-resident prospects which are proposed to access via Addison Street onto an off-street urban court. Resident entry and egress was proposed to occur via the McClellan Driveway and egress only onto Addison Street. Upon City request, the DPIR submission included 3 entry and egress alternatives that HSH studied.

Both City and HSH engineers determined that entry and egress onto McClellan Driveway and egress only onto Addison Street resulted in no significant impacts on traffic operations and was the preferred approach. However, the preferred egress only onto Addison Street continued to raise significant concerns among Addison Street residents. In response, our team agreed to install a programmable garage door that would limit egress onto Addison Street to off-peak travel times and this egress would be reevaluated by BTM and BPDA upon the conclusion of the East Boston Transportation & Planning Study. If this reevaluation concludes egress onto Addison Street should be allowed during peak travel times, we agreed with the community to only allow the building on the Project Site’s south side (the “South Building”) to utilize this egress. Please refer to the enclosed *Figure 8 Access & Egress Plan*.

3. Parking

The PNF and DPIR submissions proposed 179 off-street parking spaces for the Project, equating to 0.66 parking spaces per dwelling unit. As a result of the unit reduction and massing revision, the proposed off-street parking was reduced to 173 spaces or 0.69 parking spaces per dwelling unit. We believe this is adequate parking to accommodate residents on-site. The parking ratio is comparable to other new developments in East Boston and consistent with the parking demand we have seen at other developments within proximity to public transit.

Throughout the public meetings, the community requested we consider mitigation if the actual parking demand exceeds the parking supply. In response, our team will enter into a shared parking agreement with the owner of the adjacent 175 McClellan commercial building to utilize some of their parking spaces if necessary.

4. Addison Street Private Driveway Access & Improvements

Throughout the community process, the Saratoga Street home owners expressed the need to formalize an agreement to allow them to maintain access through a private driveway to their back yards (the “Addison Driveway”), which is located within the Project site. In the existing condition, the neighbors drive over a street curb to access this driveway towards the rear of their homes.

We will grant access to the Saratoga homeowners requiring usage of this drive through an easement and will commit to several improvements along the full length of the Addison Driveway including construction of a new curb cut on Addison Street, widening of the Addison Driveway to allow for two-way traffic, installation of new paving, landscaping, lighting, and security cameras, and have also committed to installing a fence or other screening methods to address the neighbors’ privacy concerns.

5. Study of future potential roadway connections

The City of Boston presented several future potential public road and pedestrian connections they would like us to explore, where feasible, and to revise the design to establish the parameters for these future connections. Below is a list of these connections and our team's findings.

- a. McClellan Driveway connection to McClellan Highway/1A: This is currently a private driveway through the adjacent 175 McClellan lot and is the main resident access to the Project. Addison Street Partners, LLC is not the owner of this adjacent lot. However, through conversation with the City and the owner of 175 McClellan, we are proposing improvements within the eastern portion of this driveway as it approaches the Project Site entry. Our site plan reflects revisions to widen the driveway approaching the Project to 50 feet in order to accommodate a potential future public roadway, while retaining the same amount of parking spaces within the 175 McClellan lot. This revised width would be able to accommodate two-way travel lanes with sidewalks on both sides and a street parking lane. Please refer to *Figure 8 Access & Egress Plan* conveying the improvements for this portion of the McClellan Driveway. Additionally, we will commit to advance the design and provide it to the City for a future potential public roadway connecting to McClellan Highway/1A.
- b. Addison Street to McClellan Driveway pedestrian connection: Our design team studied this connection along the western edge of the Project Site and is not able to accommodate an accessible pedestrian sidewalk connection along the full length of the western edge due to significant grade differences. The grades along the western edge of the Site range from approximately 21' to 9.5' BCB. Our revised site plan reflects accommodating a portion of this future pedestrian connection further north along this western edge. This connection would also serve as a walkway from the adjacent 175 McClellan lot to the Project site. Please refer to *Figures 1 – 4*.
- c. McClellan Driveway to Brandywyne Drive pedestrian connection: First Realty Management, the managing agent for Brandywyne Village had requested to install a fence and plantings between the Project site and Brandywyne to screen from vehicle headlights but had not expressed interest in a connection between the properties. Our revised site plan reflects the inclusion of a pedestrian pathway along the northern edge of the site that could eventually become a connection to Brandywyne Village. Please refer to *Figures 1 – 4*.

We believe these changes will improve the proposed 144 Addison Street Project and hope this reflects our commitment to work with the City and community. We appreciate the efforts to provide thoughtful feedback and look forward to working together on this Project.

Sincerely,



Damian Szary















