

1457 TREMONT ST. MISSION HILL FLATS

**ARTICLE 80 SMALL PROJECT REVIEW APPLICATION
1457 TREMONT STREET, MISSION HILL**



MISSION HILL FLATS

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1. INTRODUCTION

This Small Project Review Application (“SPRA”) is submitted to the Boston Redevelopment Authority by Boston Green Development LLC (Proponent) in accordance with Article 80 of the Boston Zoning Code. The proposed mixed use 1457 Tremont Street development (Mission Hill Flats) “MHF” consists of razing the existing one-story building and erecting the new five-story, mixed-use building. The demolition of the existing one-story building—presently vacant and deteriorating structurally—will proceed in accordance with Article 85 of the Boston Zoning Code.

Mission Hill Flats will be built to achieve PassivHaus & LEED certifications, which strives to reach the highest level of energy efficiency and air-tightness of building envelope. The project will also seek certification from the International WELL Building Institute as part of their residential pilot program targeting occupant health and well-being.

The Mission Hill Flats project is a revitalization project in keeping with the goals of the neighborhood. Mission Hill Main Streets promotes the revitalization of the Mission Hill commercial district. Mission Hill Main Street’s goal is to create an attractive commercial area that houses a broad business mix and features a welcoming streetscape with attractive and creative architecture. Mission Hill Flats strives to maintain the neighborhood feeling of its commercial district, where property owners, business owners, and residents take pride in the appearance of their buildings, stores, and houses.

Developers Leland & Suzanne DiMeco have conducted extensive community outreach over the past year to Mission Hill’s local organizations, City of Boston officials and agencies. The Developers have personally presented their preliminary design sketches for the proposed project to all relevant parties stated in the latter. The Developers are committed to gaining the support of all community members and community advocates.

2. PROPOSED PROJECT

2.1 EXISTING CONDITIONS

The project site is located on the corner of Tremont Street and Faxon Street and incorporates two parcels for a total lot size of 7,334sf. The front parcel contains an existing one-story free standing Roxbury Council Knights of Columbus building and the rear parcel is a vacant fenced in lot. The resulting building lot is trapezoidal shaped and slopes 5 degrees across its width from west to east.

The existing one-story masonry and wood frame building, circa 1897, occupies nearly three-quarters the site. From 1897 to 1966, the building expanded and housed many businesses

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including retail stores, phonograph record storage, and after school programs. In 1966 the one-story building was renovated to house the Knights of Columbus, Roxbury Council 123. The building currently sits vacant and boarded up due to compromised structural integrity.

The site is located on the corner of two very different streets. Tremont Street, the primary commercial frontage, is a neighborhood connector street traversing several neighborhoods. Faxon Street, a dead end street, is a private way providing access and services to only abutting property owners (1467 Tremont St).

2.2 PROJECT SITE AND CONTEXT

The site, a corner lot, fronts Tremont Street to the south and Faxon Street to the west. Faxon Street is a 110 ft.+/- dead end street with a new multi-family, multi-story development under construction across the street to the west. Abutting the site to the north is a low-rise apartment complex with an extensive parking area. To the east abuts a three-story brick circa 1886. The red brick building has elements of Italianate, Panel Brick and Queen Anne styles. Other properties in the immediate area include multi-family residential, including new development projects, and institutional buildings such as the Tobin Community Center.

The site is located in the Neighborhood Shopping/Mission Hill Neighborhood District (NS/MHND). Civic associations for this area include Mission Hill Main Streets, Mission Hill Neighborhood Housing Services and Mission Hill Tenant Task Force. The NS/MHND was established to provide convenience goods and services to the larger community. North of the site multi-family residential (MFR) dominates. To the south, Community Commercial (CC), MFR and NS share frontage on Tremont Street from the Roxbury 'T' station to Huntington Avenue.

From the curb, a vibrant mix of businesses and housing is observed along Tremont Street including a coffee shop, health care center, community center, market, offices, apartments and MBTA station. Street parking is provided for day shopping and CNG buses run at 15-minute intervals up and down Tremont Street connecting Dudley Station in Roxbury to Harvard Square in Cambridge.

(See Figure 2.2-1 for project Locus and Figure 2.2-2 for project aerial view.)

(See Figure 2.2-3 for Neighborhood Context - Key Map and site photographs.)

(See Figure 2.2-4 and 2.2-5 for site photographs.)

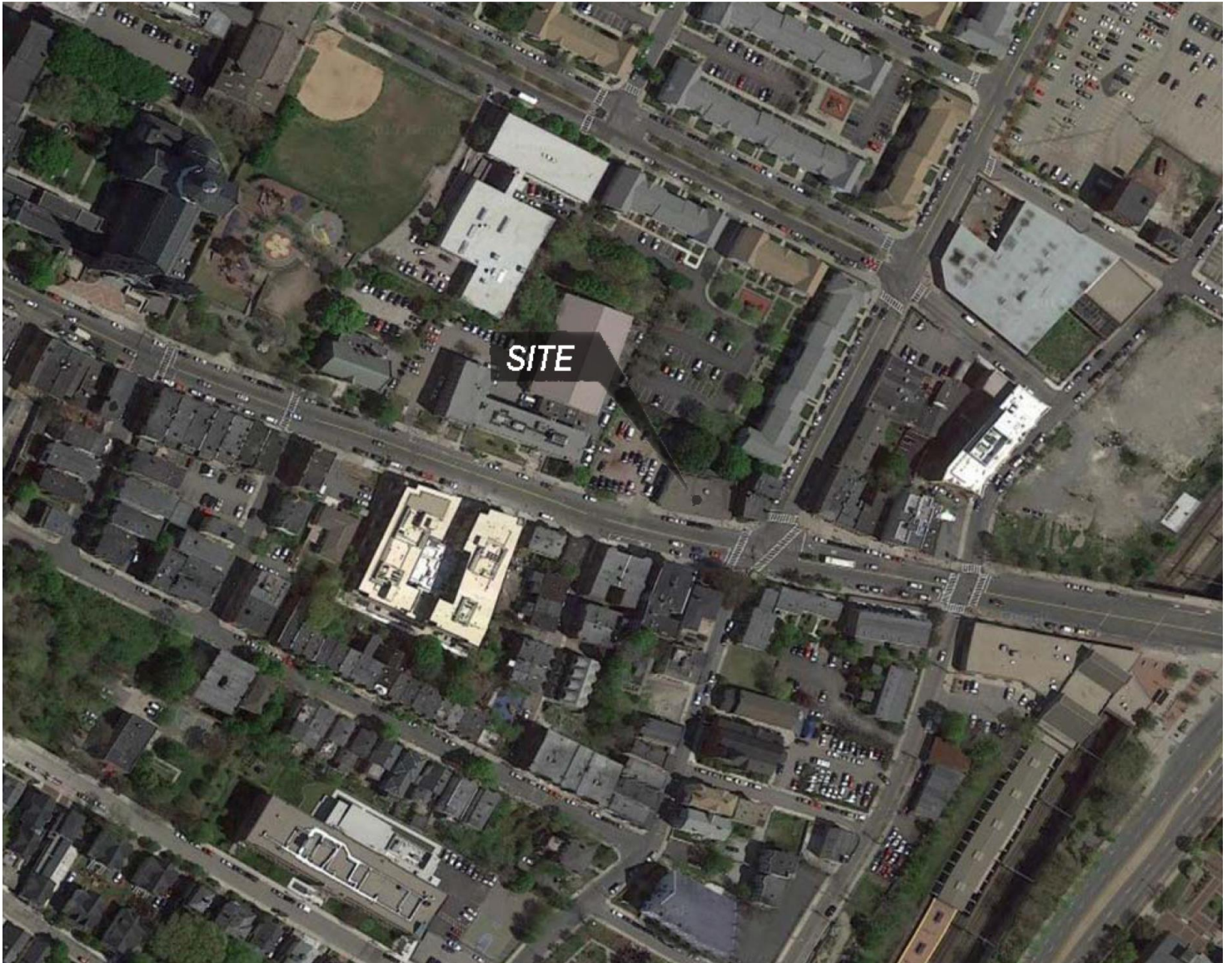
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Figure 2.2-1 Project Locus
(USGS Map): 1457 Tremont Street



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Figure 2.2-2
Project Aerial Photo



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Figure 2.2-3
Neighborhood Context – Key Map



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Figure 2.2-4 Neighborhood Context – Photographs



Photo 1 – View looking down Tremont St toward Columbus with Faxon St on left side of site



Photo 2 – View looking down Faxon St toward Mission Main parking lot and 1467 Tremont project to left.

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Figure 2.2-5 Neighborhood Context – Photographs



Photo 3 – Front on view of K&C site, facing north



Photo 4 – Looking up Tremont St toward Brigham Circle and Tobin Community Center.

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2.3 PROJECT DESCRIPTION

The proposed multi-story, mixed-use building will combine high performance PassivHaus construction and integrated photovoltaic (BIPV) solar panels to create a durable and efficient building with a reduced carbon footprint and operating costs. Furthermore, the building will seek certification from the International WELL building institute as part of their residential pilot program targeting occupant health and well-being. The commercial units will be LEED certified by the USGBC. When completed this will be one of the first mixed used projects in Boston that has achieved three green certifications and one of very few mixed-use PassivHaus/LEED/WELL apartment buildings of this size in the U.S.

The commercial units include a private club (Roxbury Knights of Columbus), a real estate management company (Boston Green Realty, LLC.) and one family style restaurant (TBD), along with four (4) parking spaces, of which include two handicapped spots that are provided with access from Faxon Street. A barrier-free route to the residential units, private club and parking will be provided at the (Privately owned) Faxon Street main entrance.

Boston Green Development LLC, a real estate brokerage and property management company, proposes to erect a five-story, PassivHaus, WELL and LEED Certified, mixed-use building. The proposed new construction building consists of a commercial ground floor and four residential floors above with (40) residential apartments and (3) street level commercial units. Proposed residential areas total 29,244gsf and commercial areas total 7,200gsf. Covered parking at grade is provided for (2) HC (2) Smart Cars and (1) standard space. The project is emblematic of the city's transit-oriented development principles and strategies to improve the areas around existing transit stations.

The residential component for the project provides both market-rate and affordable apartments that are indistinguishable from each other. Unit types include: studio and 1-bedroom/1-bath units (512 s.f. avg. unit size). One of each unit type will be ADA compliant. Of the (40) dwelling units, (35) units will be market rate rentals and (5) units will be affordable housing, (3) studio units and (2) one bedroom units. The Inclusionary Development Policy requires that the units be made affordable to households earning 70% of Area Median Income (AMI).

The commercial component for the project provides three commercial units for various uses including restaurant, office, and the Knights of Columbus (KofC), Roxbury Council #123. Originally housed in the existing building, the KofC will be housed in a new approximately 1,300 sq. ft. hall on the ground floor of the new building. KofC is the world's largest Catholic fraternal service organization. The council currently serves its members of whom live in Mission Hill/Roxbury. The meeting hall will be fully accessible and have direct access to ADA-compliant men and women's toilets. The KofC hall will also served as a community room providing high quality space for civic association meetings, city sanctioned meetings and other community meetings.

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The proposed building is built to the street front property line on Tremont Street in conformance with the district's street wall continuity requirements. This maintains the existing public sidewalk width of 10'-0" which meets the preferred and minimum widths for sidewalk frontage, pedestrian, and greenscape zones outlined in the Boston Complete Streets guidelines. The private way sidewalk width on Faxon Street is maintained at 5'-0" wide.

2.4 TRANSIT ORIENTED DEVELOPMENT

The mixed-use development at 1457 Tremont Street does not rely on the automobile to service its residents or its visitors—quite the opposite. 1457 Tremont Street follows the principles of transit-oriented development (TOD) with close proximity to rail stations (5-10 min. walk) and multi-modal connections (e.g. bike paths, bus lines and car-sharing).

The project is located on the north side of Tremont Street within 350 feet of the Roxbury Crossing Orange Line 'T' station and 2300 feet away from Longwood Green Line "T" stop. Multiple modes of transportation are available to residents and businesses in and around the Roxbury Crossing/Mission Hill area. These modes include the Orange Line, the #66 bus that runs from Dudley Station to Harvard Square, CNG buses run at 15-minute intervals up and down Tremont Street, a nearby ZipCar location, and an off street urban bike path that extends from the Arborway to Copley Place.

Mission Hill is already embracing TOD. According to the U.S. Census Bureau, 2009-2013 survey, 71.6% of Mission Hill residents either walk, bike, bus or train to work. For 56.4% of residents, it takes 0-29 minutes to reach work and 52.6% do not use a vehicle. 1457 Tremont Street is designed to tap into this diverse (73%) and youthful (24.4 median age) community that takes advantage of multi-modal connections and simplified lifestyles.

"TOD is at the very heart and soul of sustainability, and brings together compact, walkable communities with high quality rail systems. This creates low carbon lifestyles by enabling people to live, work and play without depending on a car for mobility. This type of lifestyle can reduce energy consumption and driving by up to 85%."

The proposed design has provided bicycle storage for 10 bicycles in the parking area. This area provides for easy access to bicycle secure parking. The bicycle storage is in close proximity to the residential entry lobby and can be accessed from outside or from within the building.

In addition to multi-modal transit options, the project will feature transit-oriented innovations such as Electric Vehicle (EV) plug-ins along with a complimentary "smart car" for the exclusive use of building residents. The goal is to reduce the need for car ownership by providing an onsite vehicle for easy convenience for those infrequent car required tasks.

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2.5 PARKING AND VEHICULAR CIRCULATION

It is anticipated that vehicle access will not be affected by traffic conditions. In keeping with Transit Oriented Development principles, the project proposes to limit on-site parking in support of public and alternative modes of transportation. Four (4) total parking spaces will support a HC car, a HC van, a standard car, and up to (2) Smart cars. access to at grade covered parking spaces will be provided by roll up grill garage doors directly off Faxon Street. Car-sharing is available via a Smart car provided by the developer and a Zip car located within 250 ft. of the project.

No loading operations currently take place on the site. For the proposed residential and commercial units, all loading operations will occur on-street on the Faxon Street side, including sanitation trucks, move-in and move-out procedures and routine package deliveries.

2.6 RUBBISH, REMOVAL & RECYCLING

A dedicated trash/recycle area on the ground floor will be provided for the commercial/residential units with direct access to the lobby. Retail tenants will be able to access the trash room. City sanitation & recycling trucks will provide weekly service to the new building via Faxon Street where the trash room door is located.

Unit trash/recycling compactors will be used to assure efficient storage of trash and minimize pick up times. The volume of trash generated by (40) dwelling units is calculated to be 5.5 cu. yds. per week. Current design of the trash room includes a compactor and two rolling top load bins each with a 2 cu. yard capacity. A second compactor for recycling is proposed also with two rolling top load bins. Alternatively, depending on recycling load, 18-20 wheeled 96 gal. recycle bins could be accommodated in the proposed trash room. Commercial waste/recycle loads will be verified once tenants are identified.

In accordance with the City Council Ordinance entitled “Regarding Access to City Recycling Programs for Large Apartment Buildings,” recycling receptacles will be provided for residential and commercial tenants. Tenants will be responsible for transporting their trash and recycling to the building trash room. Building management will contract weekly removal of trash and recycling from the premises.

2.7 COMMUNITY PROCESS/PUBLIC REVIEW

The Developers have made multiple formal and informal presentations to the community associations in Mission Hill and other local representatives beginning in early 2016. They plan to continue the community process to incorporate feedback and develop a project that satisfies as many concerns as possible. The Mission Hill community has expressed great interest in the Proposed Project.

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A listing of individuals and groups we have engaged include:

Elected Officials:

Office of City Councilor Joshua Zakim

Office of State Representative Jeffrey Sanchez

City Agencies:

Mayor's Office of Neighborhood Services

Mission Hill Main Streets

Office of the Mayor – Housing Innovation Lab

Community Organizations:

Mission Hill Neighborhood Housing Services

Mission Hill Alliance

Mission Hill Health Movement

Abutters:

The Trellis Group – 1457 Tremont (left side)

Cornerstone Real Estate – 1451 Tremont (right side)

Mission Main Housing (rear abutter)

In additional, local residents, building owners and abutters, members of Roxbury Council 123, neighborhood liaison of the Mayor's office, City Councilor Joshua Zakim, Rep. Jeffery Sanchez, Mission Hill Neighborhood Housing Services Board, and Mission Hill Main Streets, each provided feedback. The developers have also incorporated preliminary BPDA design feedback.

The Proponent's development team will continue to reach out and attend meetings with neighborhood, community and business leaders regarding the proposed Project during the Article 80 review process, including discussions/meetings with city agencies, as may be required by the necessary permitting processes, including:

- Boston Planning & Development Agency
- Boston Transportation Department
- Boston Department of Public Works
- Boston Water and Sewer Commission
- Boston Inspectional Services
- Mayor's Office of Neighborhood Services

Finally, an initial building permit application from April 2016 was filed, but will be abandoned as the plans have materially changed. A new building permit application will be filed in April 2017, and upon refusal the Developers will take an appeal to the Zoning Board of Appeal to obtain necessary variances as noted in more detail in the zoning analysis herein.

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2.8 PROJECT TEAM

- A. New Housing Units and Neighborhood Revitalization: We will be demolishing a building that exclusively housed a conditional use (social club) and creating 40 very attractive units of housing in a transit oriented development area. The block on which the property sits is undergoing revitalization, and this project will continue this positive trend with the addition of two new retail spaces. Additional housing (including five affordable units) is a priority for the city and the Proponent seeks to fill some of this need with this environmentally conscious project where people with chemical sensitivities and environmental concerns are able to reside comfortably.
- B. The project will employ 25-50 full time construction workers for a 12-18 month period. The cities tax base will be increased after completion of the project.
- C. The Proponent is gifting the local Knights of Columbus, Roxbury Council 123 a space at ground level, which consists of 1293SF. The Knights of Columbus are known for their positive community outreach and local neighborhood events. The Knights of Columbus space will also serve as a place for community meetings and localized events.
- D. The additional two retail businesses will employ 15-30 new jobs for the local community.
- E. The PassivHaus/LEED Design/WELL Building Certified construction will put the City of Boston in the forefront of the participation in this cutting edge, environmentally conscious and sensitive method of construction. The project will create 40 housing units that are designed at the highest level of health consciousness, affording those with environmental sensitivities an unparalleled and unprecedented housing option in the city of Boston.
- F. The project is a transit-oriented development as noted in Section 2.4 of this application.

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2.9 PROJECT TEAM

Owner	Boston Green Development, LLC 1542 Tremont Street Boston MA 02120
Developers	Leland & Suzanne DiMeco 1542 Tremont Street Boston, MA 02120
Architect	Anderson Porter Design 875 Main St #2, Cambridge, MA 02139
Passive House Consultant	Adam Cohen Roanoke Virginia, 24018
Environmental Consultants	PassivScience 5104 Bernard Drive Roanoke, Va 24018
Construction Builder	Good Energy Construction Corp 197 E Central St. Natick Ma 01760
Civil Engineer/ Surveyor	Steve DesRoche 95 White Street Quincy, MA 02169
Structural Engineer	Dan Webb 670 Main Street North Reading, MA 01867
Legal	McCormack Suny LLC 100 Cambridge Street Boston, MA 02110

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3. PROJECT DESCRIPTION

3.1 - Zoning Analysis

The 7,334 s.f. parcel is located in one of two Neighborhood Business sub-districts: the Tremont Street Neighborhood Shopping (NS) sub-district. This sub-district was established to provide convenience goods and services to the larger neighborhood. While the proposed project is consistent with the goals of the community some of the project attributes require relief from the NS district requirements.

Use requirements: The proposed mixed-use development contains residential, professional office (real estate), and restaurant spaces, all are allowed uses in this zoning district. Zoning approval is required for the KofC (private club conditional use).

Dimensional requirements: The proposed project complies with the front and side yard requirements but is seeking relief from the minimum rear yard requirement. The proposed project is also seeking relief from the maximum height and area requirements.

Off street parking and loading requirements: Both parking and loading were cited as insufficient. Parking requirements for residential units is typically 1 space per unit. Located in close proximity to transit reduces this by 50%. The project is seeking relief from the minimum parking requirements and proposes (4) covered spaces. No off street loading bay is provided and 1 bay is required.

(See Table 3.1 for Boston Zoning Code Summary)

3.2 – Anticipated Permits and Approvals

The Proposed Project is subject to the requirements of and the filing of a Small Project Review Application under Article 80 of the City of Boston Code since the project proposes that more than fifteen (15) units are to be constructed and the overall project is less than 50,000 gross square feet.

The public approval process includes obtaining variances from the Zoning Board of Appeals. Additionally, other municipal permits and approvals are required. A preliminary list of anticipated permits and approvals has been prepared.

(See Table 3.2 for Anticipated Permits and Approvals)

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Table 3.1 Boston Zoning Code Summary		
Category	Code Requirement	Proposed Project Uses and Dimensions
	Multi-family 2nd floor and above	Residential - 40 dwelling units: 4 floors 10 units/fl
Use Regulations Section 59-15 Table B	General retail use allowed on first floor	Commercial - 2 ground level retail spaces approximately 1,800 SF
	Parking allowed on first floor	Accessory Parking 4 spaces including 2 HC and 2 smart car spaces
Dimensional Regulations Section 59-16 Table G		
Maximum		
Floor Area Ratio (FAR)	2.0	5.0
Maximum		
Building Height	45 ft	55 ft
Minimum		
Lot Size	None	+/- 7334 SF
Minimum		
Lot Area per Dwelling Unit	N/A	N/A
Minimum Useable Open Space per Dwelling Unit	50 SF/ dwelling unit (40 units x 50 SF = 2,000 SF)	50 SF/ dwelling unit (40 units x 50 SF = 2,000 SF) provided at roof deck
Minimum Lot Width	None	93.25 ft
Minimum Lot Frontage	None	93.25 ft
Minimum Front Yard	None (Except as provided in Sec.59-34.1 Street Wall Continuity & Sec.59-38.1)	Zoning Relief is being Sought
Minimum Side Yard	None	None
Minimum Rear Yard	20 FT - reduced to 15 FT (6" less per foot less than 100')	Zoning Relief is being Sought
Minimum Parking Spaces	<i>0.7 spaces per affordable unit/1 space per market rate residential unit - reduced to 0.35/0.5 by proximity to transportation (TOD) 4 x 0.35 = 1.4 / 36 x 0.5 = 18 - Total 19 Spaces</i>	Zoning Relief is being Sought

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Table 3.2: Anticipated Permits and Approvals	
Agency Name	Permits and Approvals
Boston Planning and Development Agency	Article 80 - Small Project Review Certificate of Compliance
Boston Zoning Board of Appeal	Variances, Exceptions
Boston Transportation Department	Curb Cut Permit
Boston Water and Sewer Commission	Site Plan Approval for Water and Sewer Connections
Boston Fire Department	Approval of fire safety equipment
Boston Department of Public Works Public Improvements Commission	Permits for street occupancy and opening permit (if necessary) sidewalk improvements; curb cuts
Boston Department of Inspectional Services	Building Permits; Fire safety review; Certificates of Occupancy
<i>Preliminary list based on currently available information. Not all permits may be needed and additional permits may be required.</i>	

3.3 – Building Program

The proposed new construction building consists of a commercial ground floor and four residential floors above with (40) residential apartments and (3) street level commercial units. Building mechanical and ancillary services are provided at a lower level. Proposed residential areas total 29,244gsf and commercial areas total 7,200gsf. Covered parking at grade is provided for (2) HC (2) Smart Cars and (1) standard space. The project is providing approximately 2,000 sf of accessible roof deck to meet the open space requirements. No other habitable program area is otherwise provided at the roof. The project is proposing a photovoltaic panel canopy array over the roof deck area to provide significant on-site renewable power generation as well as providing a comfortable, shaded oasis during the summer months.

(See Table 3.3 for Project Data/Approximate Dimensions)

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Table 3.3 Project Data/Approximate Dimensions	
	Proposed SPRA Project
Lot Area (square feet):	7,334 sf
Building Height	55 ft
Number of Floors	5 Stories
Open Space	50 sf/dwelling unit (2,000 sf)
Garage Parking	4 spaces w/ 2 HC + 2 smart cars
Bicycle Accommodations	10-15 bicycles
Residential Gross Area	+/- 29,244 gsf
Commercial Gross Area	+/- 7,210 gsf
Total Gross Floor Area	+/- 36,454 gsf
Floor Area Ratio (FAR)	+/- 5.0
Level	FAR Gross Floor Area
Basement:	2,707
First Floor:	5,563
Second Floor:	6,906
Third Floor:	6,906
Fourth Floor:	6,906
Fifth Floor:	6,906
Enclosed Roof Penthouses:	560
Total:	36,454

3.4 – Design Concept

The proposed project has ambitious sustainability and energy efficiency goals, targeting PassivHaus, WELL Building, and LEED certifications. The proposed project is a new mixed-use development with 40 residential apartments, approximately 7,000sf of street level commercial, covered parking for 4 vehicles, 10 bike racks, and approximately 2,000sf of roof deck outdoor space accessible via elevator.

The project site is located in Mission Hill on the north side of Tremont Street just up from the corner of Parker Street and nearby Roxbury Crossing. This Tremont Street neighborhood is designated a Neighborhood Business district and has a mix of building types and a variety of scales, materials, and architectural style. The project has urban

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design goals to enliven the Tremont Street corridor with new commercial storefronts and an active sidewalk streetscape.

The project creates a new street corner condition that is in keeping with the scale and character of the neighborhood. Separate retail entries are provided for each of the commercial spaces facing onto Tremont Street at the front property line conforming with the district's street wall continuity requirements. The existing public sidewalk width of 10'-0" is maintained which meets the preferred and minimum widths for sidewalk frontage, pedestrian, and greenscape zones outlined in the Boston Complete Streets guidelines.

The residential entry and access to building support services are located on Faxon Street. The private entry on Faxon Street will enhance this secondary street and improve the overall level of pedestrian activity. Faxon Street is a private way and the existing sidewalk width is maintained at 8'-6" wide.

(See Table 3.4 for Approximate Square Footage by Floor)

Table 3.4 Approximate Square Footage by Floor			
Level	Gross Commercial Area	Gross Residential Area	Gross Floor Area gsf
Basement:	2,707	0	2,707
Retail, Toilets, Storage, Mechanical			
First Floor:	4,503	1,060	5,563
Retail, Private Club, Residential Entry Lobby and Mail, Trash/Recycling, Storage including Bike Storage, Toilets, Parking, Dog Wash			
Second Floor:	0	6,906	6,906
10 Residential Units			
Third Floor:	0	6,906	6,906
10 Residential Units			
Fourth Floor:	0	6,906	6,906
10 Residential Units			
Fifth Floor:	0	6,906	6,906
10 Residential Units			
Enclosed Roof Penthouses:	0	560	560
Roof Decks/Open Space, Summer Kitchen, Mechanical, Solar Panels			
Total Gross Floor Area:	7,210	29,244	36,454

3.5 – Height and Massing

The project is proposed as a five-story building designed to be in keeping with the size and scale of existing and proposed Tremont Street structures. The maximum height of 55 feet above meant grade is not inconsistent with the scale of area buildings and is nearly equal to the height of the proposed 1470 Tremont Street project directly across from it. (See Figures 2.1 and 2.2 in Section 4 - Design Submission and Project Drawings)

The project's massing creates a clear delineation between the commercial base with storefront glazing and the residential upper floors with a strong horizontal cornice and sign band. The upper residential floors maintain residential scaled openings and a variation in parapet height to provide variation in height and to articulate visual connections vertically. Recessed setbacks at the east and north facades create private balconies and provide additional visual breaks to the overall massing.

3.6 – Façade Design, Fenestration and Building Materials

The façade and fenestration design of this project are intended to differentiate this project as a twenty-first century building with a strong sustainability presence. The use of vertical articulated cladding, large window openings, sunshade devices and flush balcony rails create stylistic differentiation and contrast to the nineteenth and twentieth century architectural vocabulary of the surrounding neighborhood. However, these elements maintain compatibility with these structures using a consistency of scale and texture. The design of the primary facades at Tremont and Faxon place emphasis on its position as a corner building. The retail storefront wraps back up Faxon and the placement of the residential entry further activates this corner condition.

The street level commercial façade will be glazed with retail storefront and apply durable wall tile at other vertical surfaces. The upper residential floors will be constructed as a rainscreen with lapped smooth finish cementitious siding with varied exposure and concealed fasteners. Vertical metal dividers and corner beads will create visual connections between windows and accentuate the variation in siding spacing. Limited metal panel or Parklex phenolic resin wood panels are placed adjacent to windows for additional visual appeal.

3.7 – Exterior Signage and Lighting

The exterior building “address” signage is provided at the wall area between the two retail storefronts on Tremont Street as well as above the residential entry on Faxon.

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Additional retail signage is proposed on a horizontal sign band above the storefront glazing centered over each of the two retail entries. Signage lighting will be provided for the retail sign band to provide strong visibility. Surface mounted and ceiling recessed lighting will be provided at the residential entry to create a vibrant and welcoming presence.

3.8 – Open Space and Landscaped Areas

As a distinctly urban building this project is providing a pragmatic but non-traditional approach to open space and landscape. The project open space requirements are provided in the form of roof top deck areas accessible to the building residents. This open space amenity has the additional feature of stunning views of the Boston skyline. There are limited opportunities for landscape and the project proposes to improved the greenscape zone along Tremont Street and continue this zone turning onto Faxon. Opportunities for sidewalk seating and amenities are also being considered.

3.9 – Sustainable Design

Sustainability is the driving force behind this project, every single decision made has taken in consideration to raise the bar for performance with cutting edge green technology. The residential component of the project will achieve PassiveHaus certification coupled with WELL Building Certification as part of the Well Building Institute's residential pilot program. This project hopes to achieve close to net zero energy by utilizing an extensive rooftop PV array (pending verification by energy modeling and actual energy demand loads). The ground level commercial spaces target LEED Platinum and will be leased to entities with demonstrated environmental and community benefit missions. The project is looking achieve the highest level of green technology, building science, and environmental responsibility possible.

The project will incorporate smart building technology and data collection to enable the ongoing maintenance and monitoring of building performance. Real-time visual display of performance data will help resident's to be more mindful of their environmental impact and promote responsible energy and water use.

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4 – Design Submission and Project Drawings

Figures 1.0 through 4.4 more fully illustrate the design and include the following figures and photographs.

Figure 1.0 View of Northwest from Tremont Street at Faxon Street

Figure 2.0 Existing Site Survey

Figure 2.1 Site Elevations

Figure 2.2 Site Section

Figure 3.1 Site Plan

Figure 3.2 Basement Floor Plan

Figure 3.3 Ground (Retail) Floor Plan

Figure 3.4 Typical Residential Floor Plan

Figure 3.5 Roof Plan

Figure 4.1 South Elevation (Tremont Street Façade)

Figure 4.2 West Elevation (Faxon Street Façade)

Figure 4.3 North Elevation

Figure 4.4 East Elevation

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SCALE:
DATE: 3.20.17

PROPOSED RENDERING

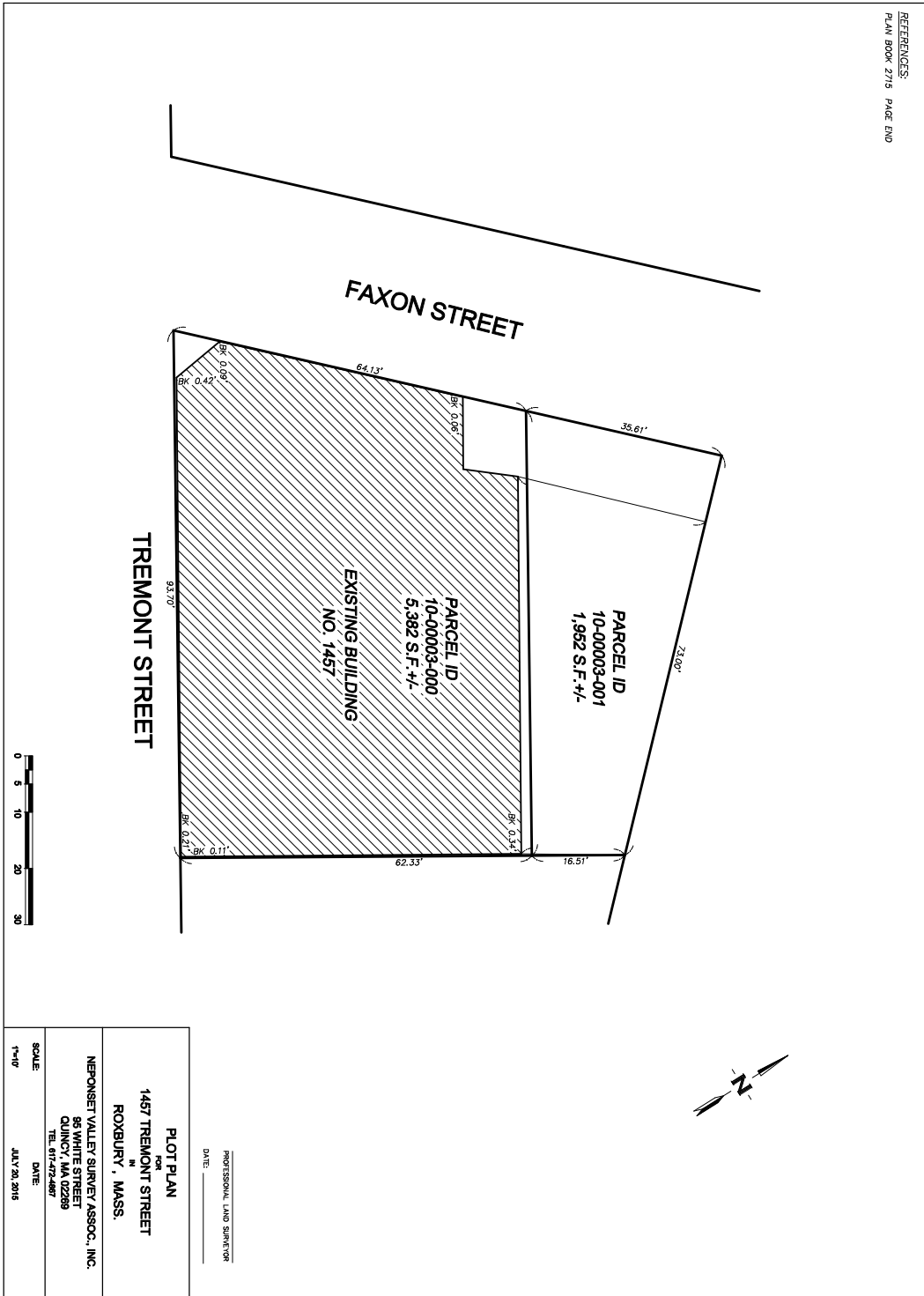
875 Main Street, Cambridge, MA 02139 Tel: 617.354.2501

1.0

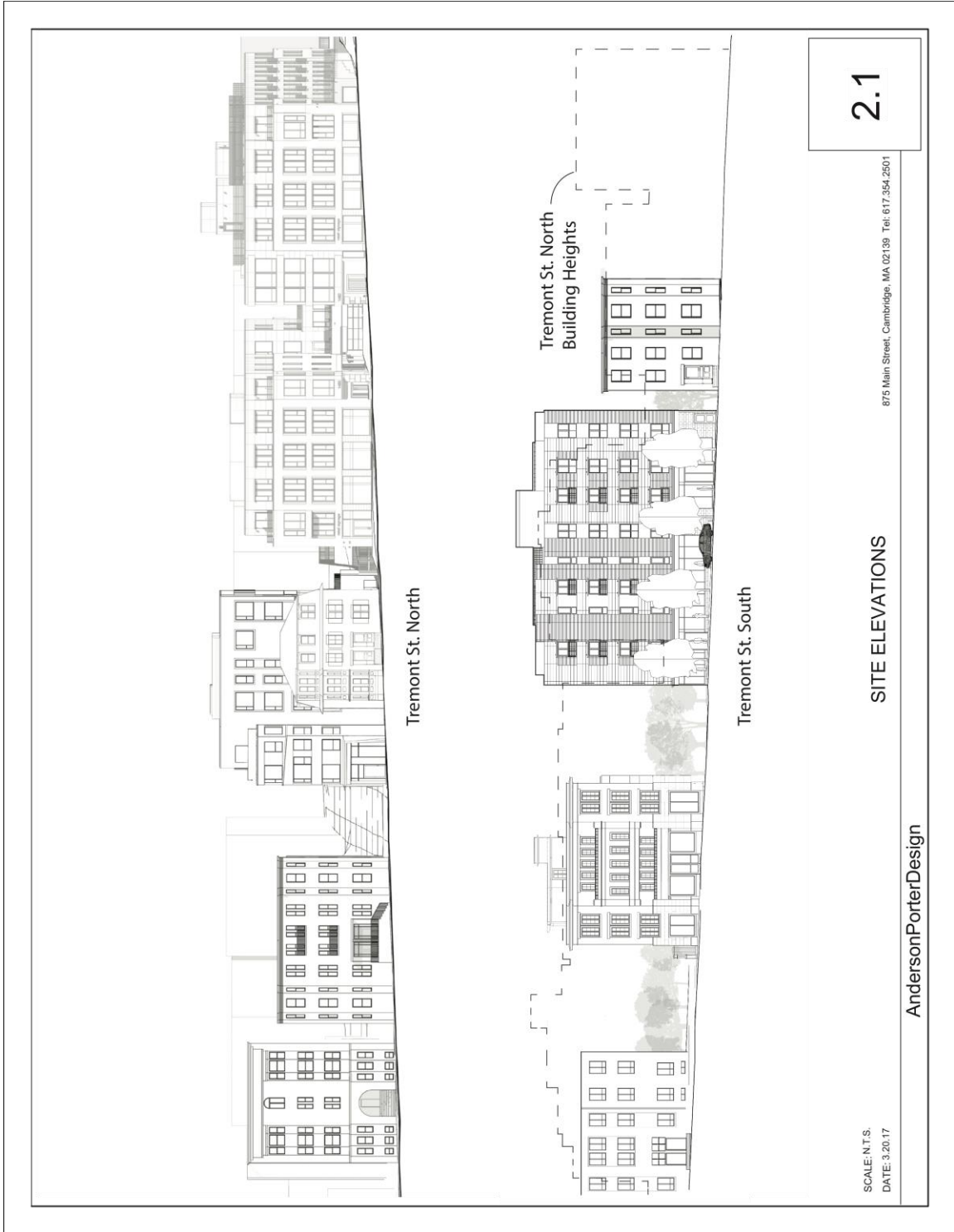
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1457 TREMONT ST. MISSION HILL FLATS

REFERENCES:
PLAN BOOK 2715 PAGE END



1457 TREMONT ST. MISSION HILL FLATS



2.1

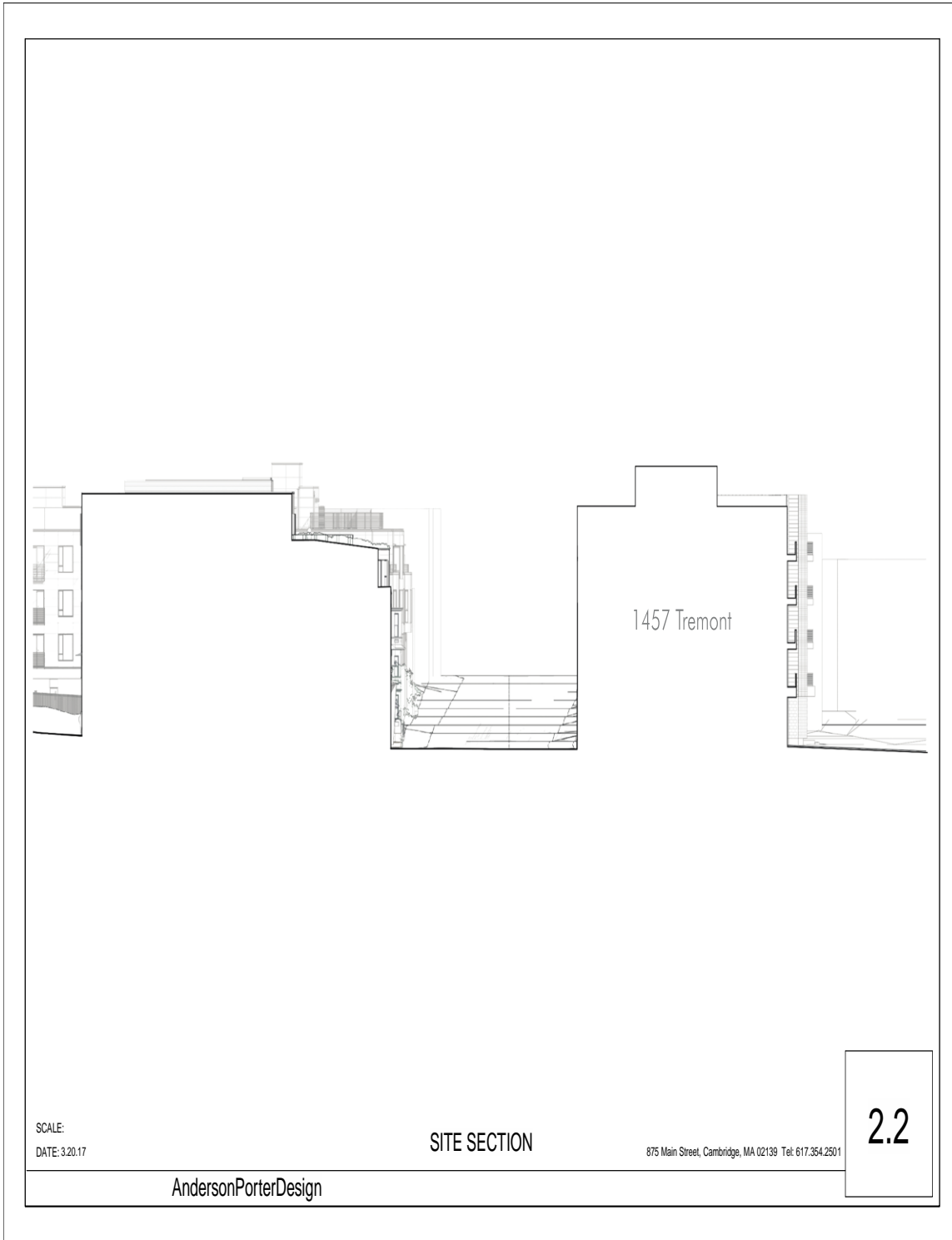
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SITE ELEVATIONS

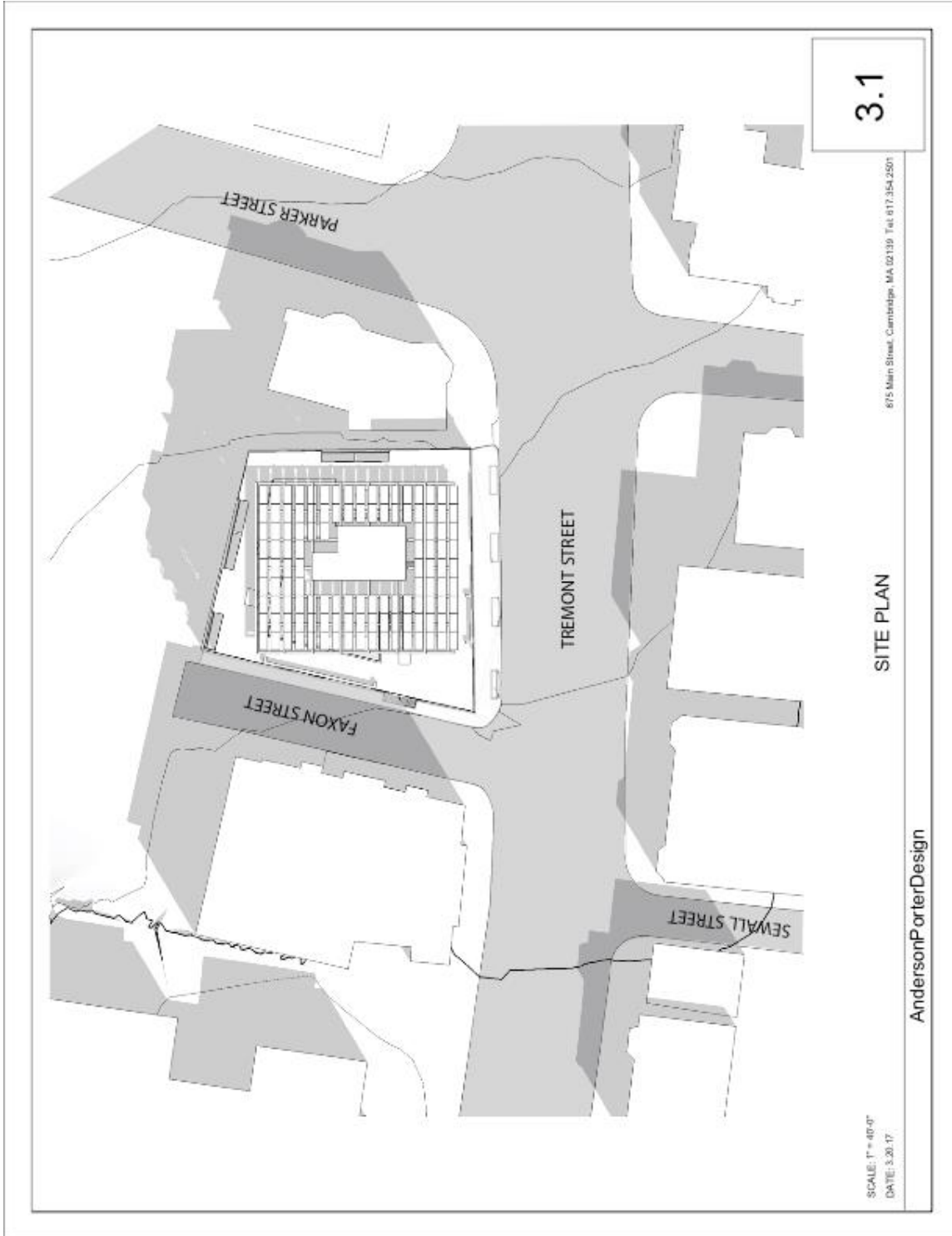
AndersonPorterDesign

SCALE: N.T.S.
DATE: 3.20.17

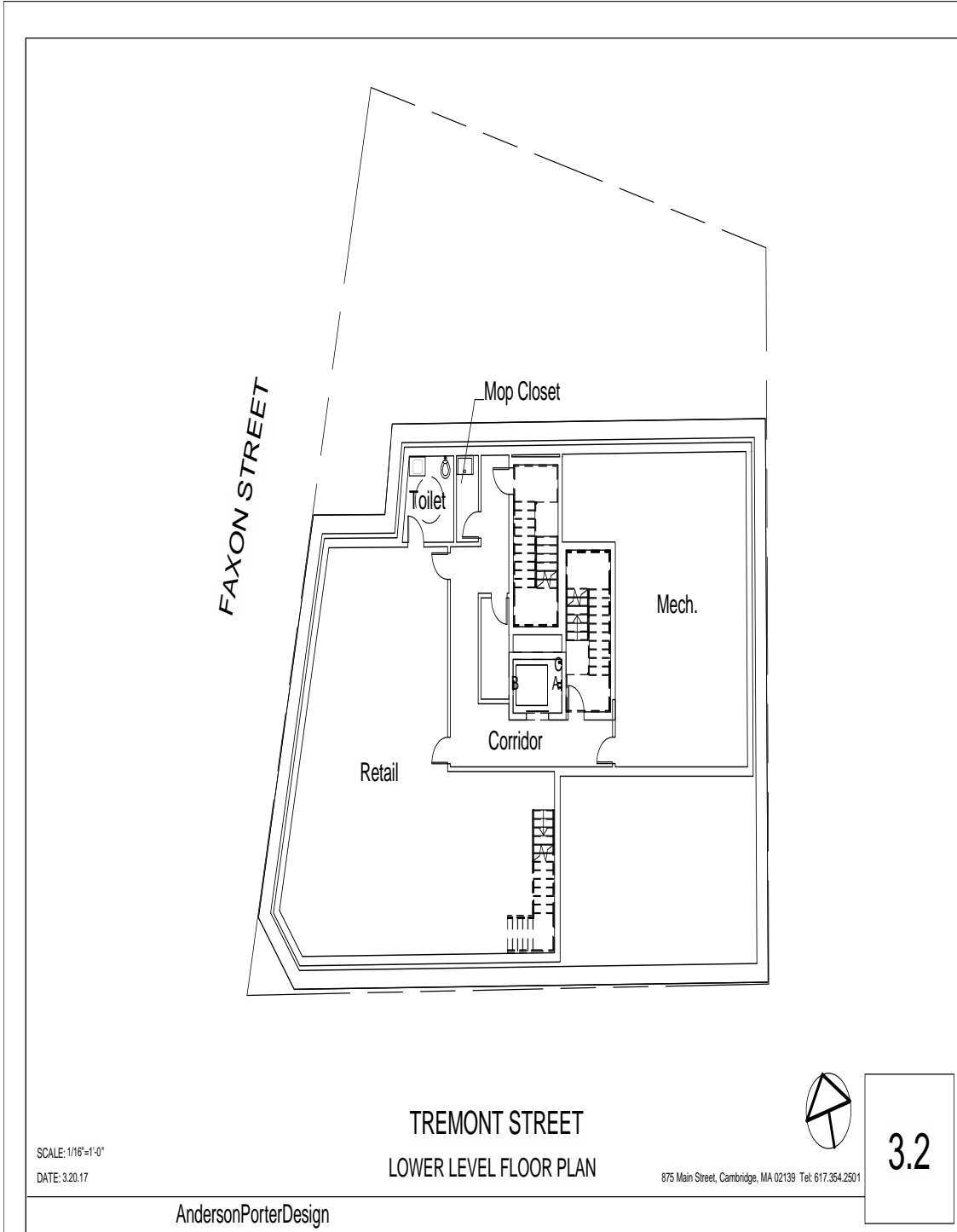
1457 TREMONT ST. MISSION HILL FLATS



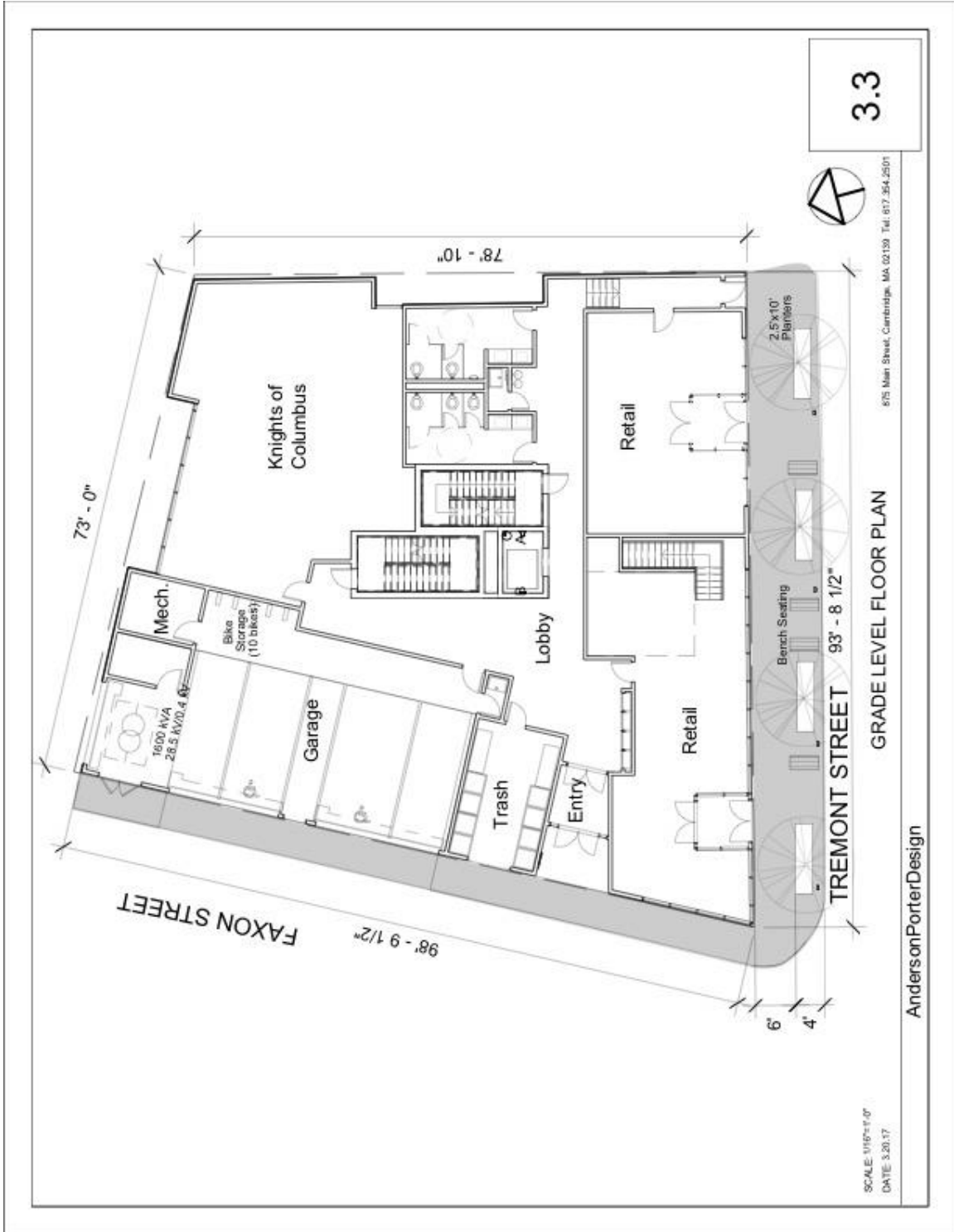
1457 TREMONT ST. MISSION HILL FLATS



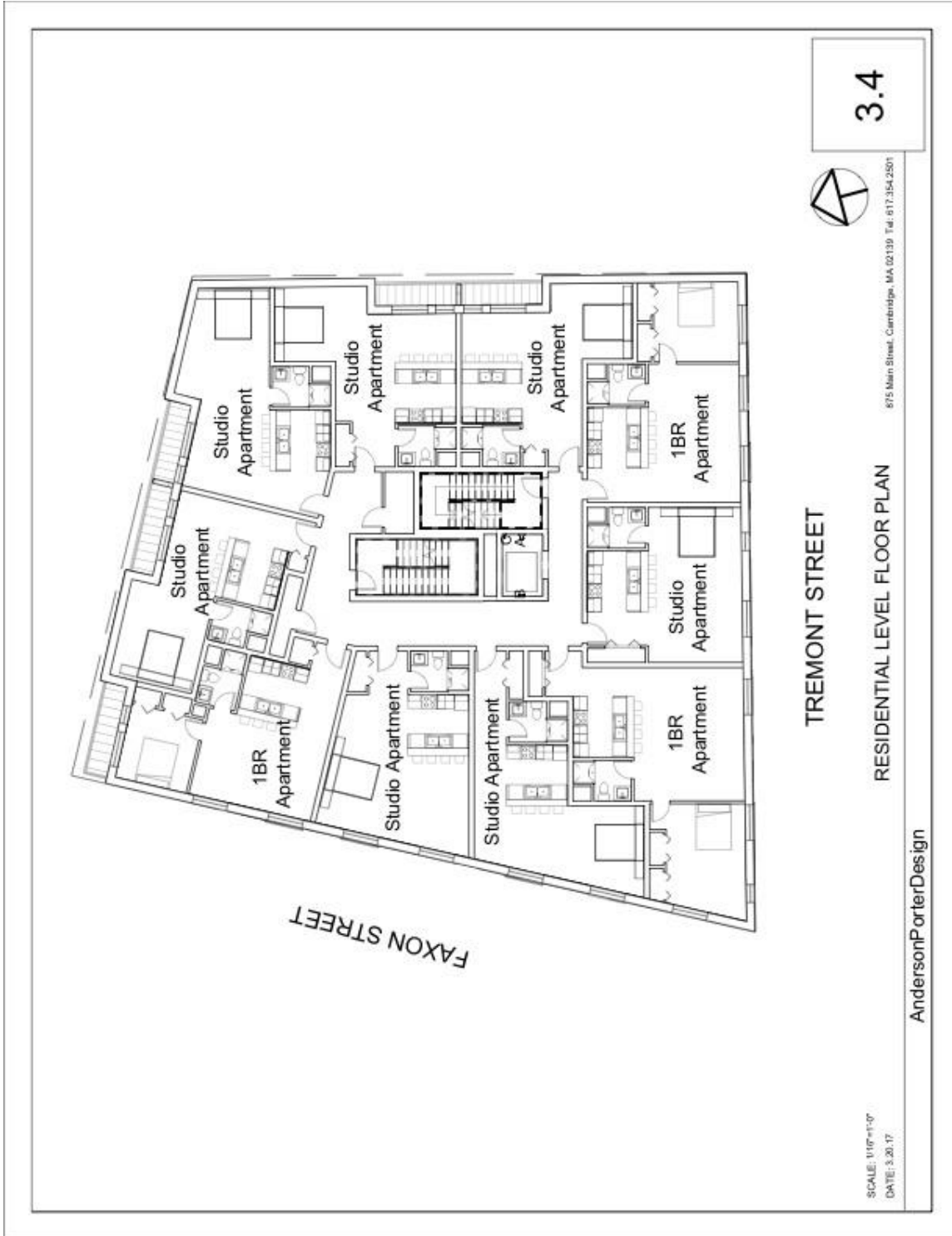
1457 TREMONT ST. MISSION HILL FLATS



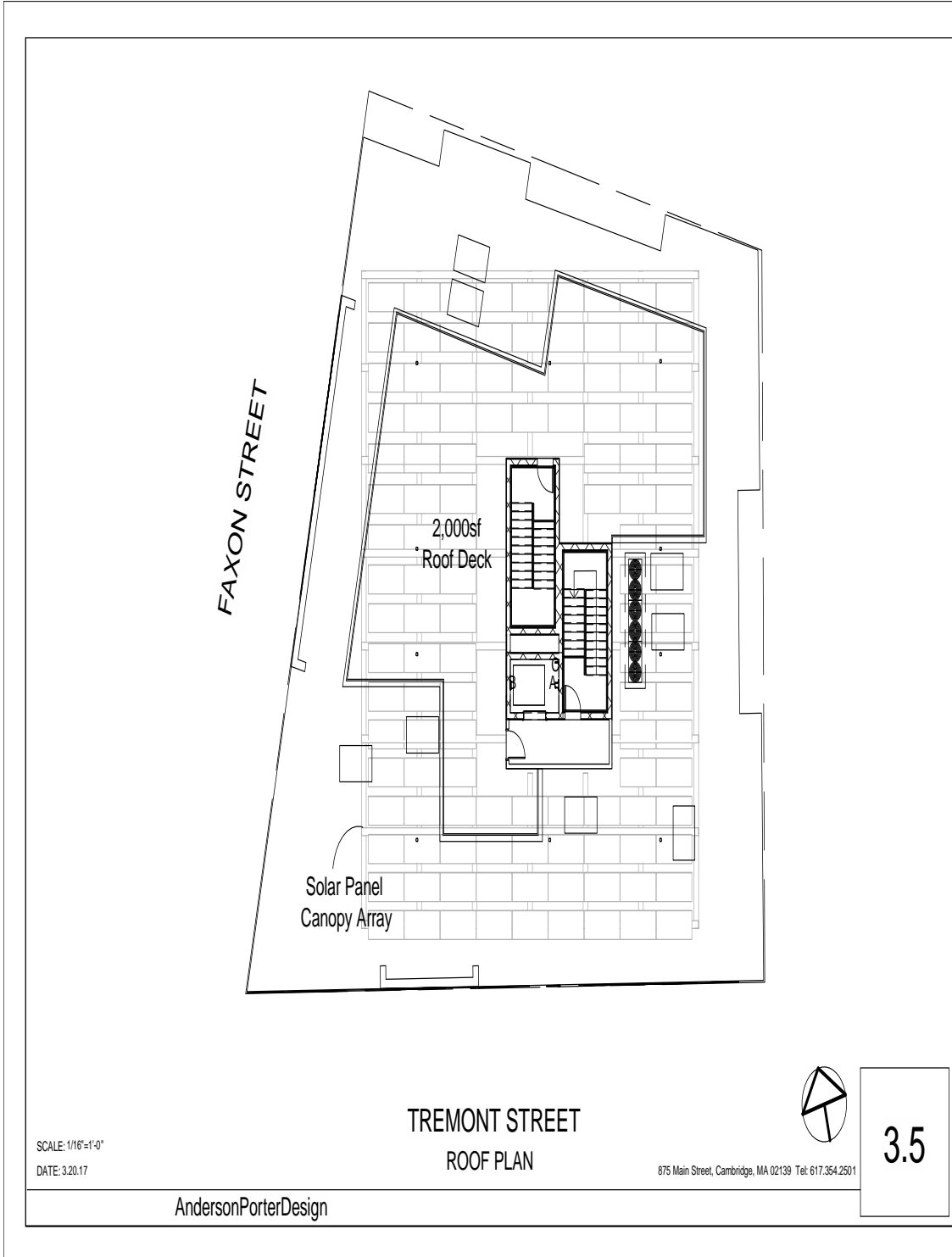
1457 TREMONT ST. MISSION HILL FLATS



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SCALE: 3/32"=1'-0"
DATE: 3.20.17

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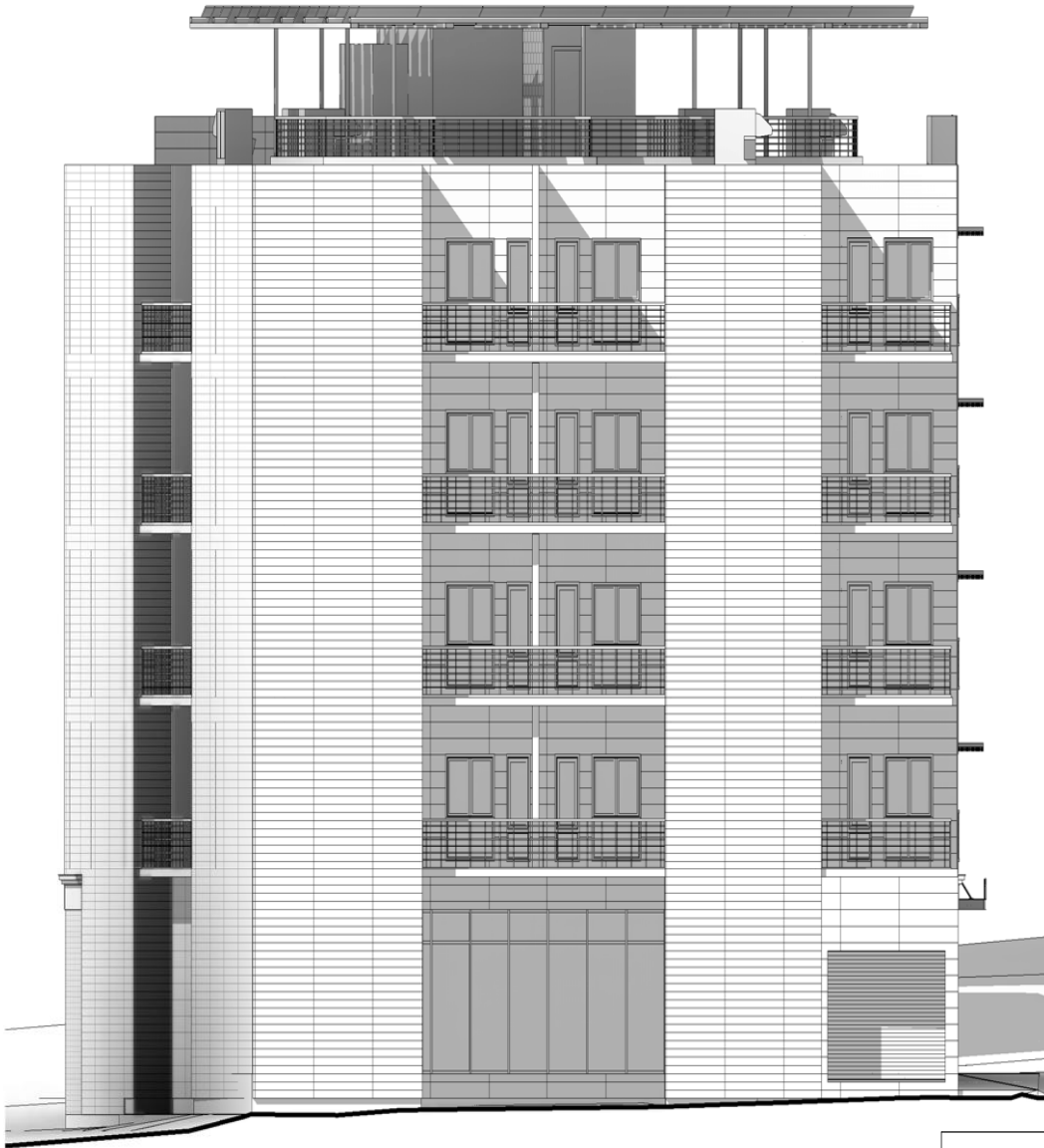
AndersonPorterDesign

4.1

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1457 TREMONT ST. MISSION HILL FLATS



SCALE: 1/16"=1'-0"
DATE: 3.20.17

NORTH ELEVATION

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4.3

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5 - Environmental

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5.1 – Geotechnical

The subgrade conditions are favorable for supporting the proposed building on a conventional spread footing foundation with a concrete floor slab.

The subsurface exploration program included the completion of three (3) test borings around the proposed building limits where accessible. The test borings (B1 to B3) were advanced to refusal depths of F14-22 ft utilizing 3 inch pneumatically driven casing.

The subgrade conditions below (1) undocumented Fill include (2) Glacial Till then (3) apparent Bedrock refusal.

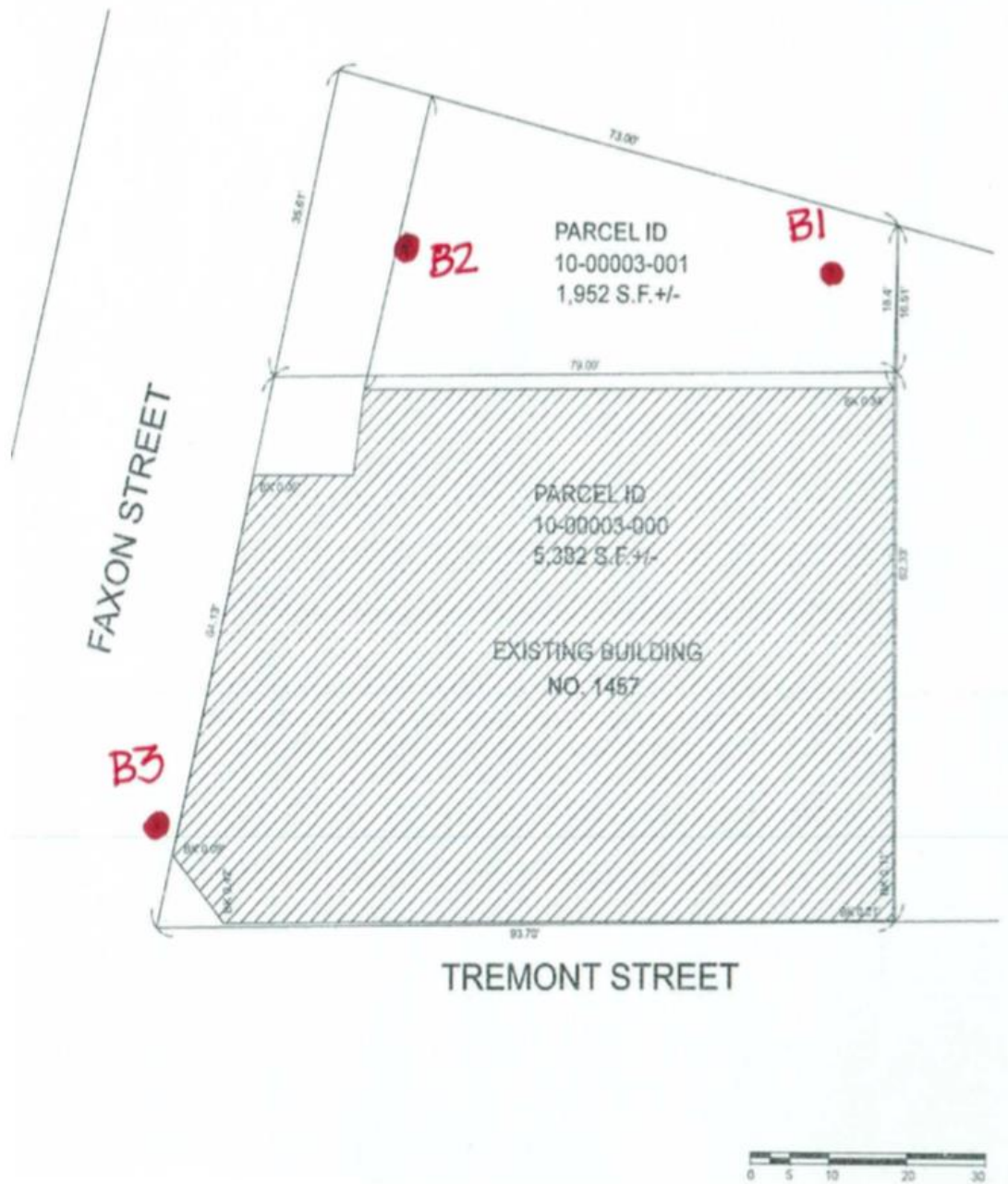
Fill was encountered at all locations to depths of F5-7 ft. The Fill varies in composition but generally consists of a dark brown, loamy, silty Sand, little gravel, trace concrete, glass, brick, rubble, organic, etc. Other Fill should be expected around the foundations, intersecting utilities, etc.

The parent subgrade consists of a compact Glacial Till. The Till includes a brown, well-graded, fine to medium Sand, some silt, some to little gravel. Occasional cobbles and boulders should be expected in the Till given the difficulty advancing the casing and the SPT refusals. The Till is stable, dense and compact. The Glacial Till is a competent bearing stratum and is expected to be present throughout most of the basement construction. The fine-grained composition of the Till renders it moisture sensitive, poor-draining and frost susceptible.

Test bore refusal, presumably bedrock, was encountered at depths of F14-22 ft. The dense Till precluded further advancement of the casing in some cases. Rock coring was not completed to verify ledge. **(see figure 5.1.1 – Test Boring Plan)**

5.1.1 – Test Boring Plan

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5.2 – Groundwater

Groundwater was encountered in the test bores about F12-13 ft below grade. The fine-grained composition of the Till would require a stabilization period of at least F24 hours to measure phreatic conditions. An observation well was not installed for this study. It should be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, utilities and other factors differing from the time of the measurements. This study was completed at a time of seasonally low groundwater (dry summer). The sub-grade conditions are favorable for supporting the proposed building on a conventional spread footing foundation with a concrete floor slab.