



1467 Tremont Street

Mission Hill, Boston, Massachusetts

Small Project Review Application

Submitted pursuant to Article 80 of the Boston Zoning Code

Submitted to

Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Submitted by

Trellis Group, LLC
1607 Tremont Street
Boston, Massachusetts 02120

Prepared By

MLF Consulting LLC
41 Brush Hill Road
Newton, Massachusetts 02461

In Association with

Principle Group
Choo & Company
Howard/Stein - Hudson Associates, Inc.
Shadrawy & Rabinovitz Attorneys at Law
ENSTRAT, Inc.

April 3, 2014





April 3, 2014

Brian Golden, Acting Director
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201
Attn: Tyler Norod, Project Manager

Re: 1467 Tremont Street, Mission Hill
Small Project Review Application

Dear Acting Director Golden:

Trellis Group LLC (Proponent) is pleased to submit this Small Project Review Application (SPRA), in accordance with Article 80C of the Boston Zoning Code, for a proposed mixed-use project at 1467 Tremont Street at the intersection of Tremont and Faxon Streets in the Mission Hill neighborhood of Boston (the "Project Site"). The SPRA is necessitated because more than fifteen (15) residential units are being proposed.

The mixed-use proposal is for eighteen (18) new residential units for rent, with a total of twenty four (24) bedrooms, 1,800 SF of ground-floor retail space, ten (10) open garage parking spaces, and two (2) outside parking spaces at the rear of the building, parking accommodations for twenty four (24) bikes and with a total floor area of approximately 16,523 gross square feet in a four-story, wood framed building ("Proposed Project"). The Proponent has also reached agreement with the Mission Hill neighborhood that full-time undergraduate students will not be allowed to lease the proposed residential units.

The Project Site incorporates multiple abutting parcels for a total lot size of 7,831 SF, consisting of partially fenced in, vacant land. The Proposed Project will reintroduce a street wall along Tremont Street with active ground floor retail space to enliven the street. The new residences will provide for much needed housing in Mission Hill. The Site is convenient to bus service along Tremont Street and to both the Roxbury Crossing Orange Line and Brigham Circle Green Line MBTA stations.

Over the past year, the Proponent has initiated outreach to City agencies including the Boston Redevelopment Authority, the Boston Transportation Department, the Mayor's Office of Neighborhood Services as well as to neighborhood representatives, abutters, including the Tobin Community Center,




Mission Main, and to the Roxbury Council Knights of Columbus, and other interested parties. The Proponent and its representatives presented preliminary design sketches for the Proposed Project at a regularly scheduled board meeting of Mission Hill Neighborhood Housing Services on January 6, 2014, as well as at the Community Alliance of Mission Hill monthly meeting on January 15, 2014.


The proposed project will be seeking zoning relief from the Board of Appeals. After initial zoning review of the project, Inspectional Services Department has issued a letter stating the following violation: floor area ratio (Article 59, Section 16), front yard insufficient (Article 59, Section 16 & Article 59-38.1 Conformity with Existing Building Alignment), off-street parking insufficient (Article 59, Section 37), and off-street loading insufficient (Article 59, Section 37). An application to the Board of Appeals will be filed concurrently.

On behalf of the entire project team, we look forward to working with you and your staff on this Project, which will be a significant addition to Mission Hill, the Tremont Street mixed use neighborhood corridor, and the City of Boston.

Sincerely,
TRELLIS GROUP LLC



Jason Savage, Manager



Mitch Wilson, Manager

Enclosure: 1467 Tremont Street, Mission Hill, Small Project Review Application

cc: Heather Campisano, BRA
Russell Preston, Principle Group
Mitchell Fischman, MLF Consulting LLC
Bud Shadrawy, Shadrawy & Rabinovitz Attorneys at Law

TABLE OF CONTENTS

Table of Contents i

1.0 Executive Summary 1-1

1.1 Introduction 1-1

1.2 Proposed Project 1-2

 1.2.1 Project Site and Context 1-2

 1.2.2 Project Description 1-2

 1.2.3 Project Data/Approximate Dimensions 1-10

1.3 Summary of Project Impacts 1-10

 1.3.1 Design Component 1-10

 1.3.2 Historic Resources 1-11

 1.3.3 Wind Impacts 1-11

 1.3.4 Shadow Impacts 1-11

 1.3.5 Air Quality Impacts 1-11

 1.3.6 Noise Impacts 1-11

 1.3.7 Flood Hazard Zone/Wetlands 1-11

 1.3.8 Stormwater Management and Water Quality 1-11

 1.3.9 Geotechnical and Groundwater Impacts 1-12

 1.3.10 Solid and Hazardous Waste Materials 1-12

 1.3.11 Construction Impacts Analysis 1-13

 1.3.12 Transportation, Parking and Vehicular/Pedestrian Access 1-13

 1.3.13 Infrastructure 1-14

2.0 General Information 2-1

2.1 Proponent Information 2-1

 2.1.1 Project Proponent 2-1

 2.1.2 Development Team 2-1

2.2 Public Benefits 2-3

2.3 Regulatory Controls and Permits 2-4

 2.3.1 Zoning District 2-4

 2.3.2 Anticipated Permits and Approvals 2-7

2.4 Legal Information 2-8

 2.4.1 Legal Judgments or Actions Pending Concerning the Proposed Project 2-8

 2.4.2 History of Tax Arrears on Property Owned in Boston by the Applicant 2-8

 2.4.3 Evidence of Site Control Over the Project Area 2-8

 2.4.4 Nature and Extent of Any and All Public Easements 2-8

2.5	Public Review Process	2-10
3.0	Design Component.....	3-1
3.1	Introduction	3-1
3.2	Site Context	3-1
3.3	Building Program	3-2
3.4	Design Concept	3-2
3.5	Height and Massing	3-2
3.6	Facade Design, Fenestration, and Building Materials	3-3
3.7	Exterior Signage and Lighting	3-3
3.8	Site Design.....	3-4
	3.8.1 Open Space and Landscaped Areas	3-4
	3.8.2 Pedestrian Circulation	3-4
	3.8.3 Parking and Vehicular Circulation	3-4
3.9	Sustainable Design	3-4
3.10	Design Submission and Project Drawings	3-5
4.0	Environmental Protection.....	4-1
4.1	Geotechnical/Groundwater	4-1
4.2	Rodent Control.....	4-1
5.0	Transportation, Parking and Vehicular/Pedestrian Access	5-1
5.1	Introduction	5-1
5.2	Trip Generation	5-1
5.3	Site Access and Circulation	5-2
5.4	Transit	5-2
5.5	Parking.....	5-2
5.6	Shared Cars.....	5-3
5.7	Conclusion	5-3
6.0	Infrastructure Systems	6-1
6.1	Introduction	6-1
6.2	Sewer System.....	6-1
6.3	Water Supply System	6-3
6.4	Stormwater.....	6-3
6.5	Coordination with BWSC	6-5
6.6	Anticipated Energy Requirements	6-5
	6.6.1 Electrical Requirements	6-5

1467 TREMONT STREET SPRA

6.6.2	Natural Gas Requirements.....	6-5
6.6.3	Steam.....	6-6
6.6.4	Telephone Systems.....	6-6
6.6.5	Cable Systems.....	6-6
6.7	Street Lighting.....	6-6
6.8	Utility Protection During Construction.....	6-6
7.0	Coordination with Government Agencies.....	7-1
7.1	Architectural Access Board Requirements.....	7-1
7.2	Massachusetts Environmental Policy Act.....	7-1
7.3	Boston Civic Design Commission.....	7-1
8.0	Project Certification.....	8-1

LIST OF TABLES

TABLE 1-1: APPROXIMATE DIMENSIONS.....	1-10
TABLE 1-2: APPROXIMATE SQUARE FOOTAGE BY FLOOR	1-10
TABLE 2-1: PROJECT AND TEAM INFORMATION.....	2-1
TABLE 2-2: BOSTON ZONING CODE CHART: 1467 TREMONT STREET, MISSION HILL	2-6
TABLE 2-3: ANTICIPATED PERMITS AND APPROVALS	2-7
TABLE 5-1: TRIP GENERATION	5-1
TABLE 6-1: 1467 TREMONT STREET-SEWAGE FLOW	6-1

LIST OF FIGURES

FIGURE 1.2-1	PROJECT LOCUS.....	1-3
FIGURE 1.2-2	PROJECT AERIAL.....	1-4
FIGURE 1.2-3	NEIGHBORHOOD CONTEXT – KEY MAP.....	1-5
FIGURE 1.2-4	NEIGHBORHOOD CONTEXT - PHOTOGRAPHS.....	1-6
FIGURE 1.2-5	NEIGHBORHOOD CONTEXT - PHOTOGRAPHS.....	1-7
FIGURE 1.2-6	NEIGHBORHOOD CONTEXT – PHOTOGRAPHS.....	1-8
FIGURE 1.2-7	NEIGHBORHOOD CONTEXT - PHOTOGRAPHS.....	1-9
FIGURE 2.1	EXISTING CONDITIONS PLAN.....	2-9
FIGURE 3.1	SITE AERIAL.....	3-6
FIGURE 3.2	SITE PLAN.....	3-7
FIGURE 3.3	GROUND FLOOR PLAN.....	3-8
FIGURE 3.4	SECOND FLOOR PLAN.....	3-9
FIGURE 3.5	THIRD FLOOR PLAN.....	3-10
FIGURE 3.6	FOURTH FLOOR PLAN.....	3-11
FIGURE 3.7	ROOF PLAN.....	3-12
FIGURE 3.8	BASEMENT PLAN.....	3-13
FIGURE 3.9	SOUTH ELEVATION.....	3-14
FIGURE 3.10	WEST ELEVATION.....	3-15
FIGURE 3.11	NORTH ELEVATION.....	3-16
FIGURE 3.12	EAST ELEVATION.....	3-17
FIGURE 3.13	VIEW NORTHWEST FROM TREMONT STREET AT FAXON STREET.....	3-18
FIGURE 3.14	VIEW EAST FROM TREMONT STREET.....	3-19
FIGURE 6.1	BWSC SEWER SYSTEM MAP.....	6-2
FIGURE 6.2	BWSC WATER SYSTEM MAP.....	6-4

1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application (“SPRA”) is being submitted to the Boston Redevelopment Authority in accordance with Article 80 of the Boston Zoning Code (“the Code”) by Trellis Group LLC (the “Proponent”) for a proposed mixed-use project at 1467 Tremont Street at the intersection of Tremont and Faxon Streets in the Mission Hill neighborhood of Boston (the “Project Site”). The Project Site incorporates multiple abutting parcels for a total lot size of 7,831 SF, consisting of partially fenced in, vacant land.

The mixed use proposal is for eighteen (18) new residential units for rent, with a total of twenty four (24) bedrooms, 1,800 SF of ground-floor retail space, ten (10) open garage parking spaces, and two (2) outside parking spaces at the rear of the building, approximately 16,523 gross square feet of total floor area in a four-story, wood framed building (“Proposed Project”). The Proponent has reached agreement with the Mission Hill neighborhood that full-time undergraduate students will not be allowed to lease the proposed residential units.

The Proposed Project will infill a vacant site along Tremont Street and reintroduces a street wall with active ground floor retail space to enliven the street. The new residences will provide for much needed housing in Mission Hill. The site is convenient to bus service along Tremont Street and to both the Roxbury Crossing Orange Line and Brigham Circle Green Line MBTA stations.

The Proponent has commenced the Small Project Review Application (“SPRA”) under Article 80 of the Code, necessitated because more than fifteen 15 residential units are being proposed and the project is less than 50,000 gross square feet in size within a Boston neighborhood. The Proponent has also initiated outreach to City agencies including the Boston Redevelopment Authority, the Boston Transportation Department, and the Mayor’s Office of Neighborhood Services as well as to neighborhood representatives, abutters, including the Tobin Community Center, Mission Main, and the Roxbury Council Knights of Columbus, and other interested parties over the past year with respect to the Project. The Proponent and its representatives presented preliminary design sketches for the proposed project at a regularly scheduled board meeting of Mission Hill Neighborhood Housing Services on January 6, 2014, as well as the Community Alliance of Mission Hill on January 15, 2014.

This SPRA presents details about the Proposed Project, and provides an analysis of transportation, environmental protection, historic resources, infrastructure, and other components of the Project in order to inform City agencies and neighborhood residents of the Project’s potential impacts as well as mitigation measures to address impacts. Construction is expected to commence in the third quarter of 2014.

1.2 Proposed Project

1.2.1 Project Site and Context

The Proposed Project incorporates multiple abutting vacant parcels with a total lot size of 7,831 square feet which breaks up the street wall along Tremont Street. On the Tobin Community Center side, the parcel is fenced and partially backs up to the abutter's retaining wall because of the change of grade. Along Faxon Street, a private way, the Proponent has installed a single strand iron chain, which also extends along Tremont Street, to delineate the site from the private way, and to prevent parked cars from spilling over onto the property. A Knights of Columbus one-story building is located on the other side of Faxon Street along Tremont Street. Along the rear of the property, there is a fence which drops off to the abutter's stone retaining wall and adjacent surface parking lot serving the nearby Mission Main housing development. The site is located in a Neighborhood Shopping ("NS") Subdistrict of the Mission Hill Neighborhood District. See **Figure 1.2-1** for project locus and **Figure 1.2-2** for project aerial.

The site is conveniently located close to the MBTA Green Line along Huntington Avenue and the Roxbury Crossing Orange Line stop on the Orange Line for easy access to downtown Boston.

Please see neighborhood photographs showing the context for the proposed project (**Figures 1.2-3 thru 1.2-7**)

1.2.2 Project Description

The Proposed Project consists of a four story mixed-use commercial and residential project. The breakdown of space includes approximately 1,800 GSF of retail space on the first floor and approximately 13,900 GSF of residential space (18 apartments) above. The preliminary breakdown is for five (5) studios, seven (7) one-bedrooms, and six (6) two-bedroom units on three residential floors. Ten (10) covered parking spaces will be accessed from the rear and from Faxon Street at the ground level and there will be two additional open parking spaces at the rear for residents and visitors representing a ratio of 0.7 spaces per unit, which is within Boston Transportation Department guidelines of 0.5 spaces per unit for a residential location in Boston's neighborhoods convenient to public transportation.



Figure 1.2 - 1
Project Locus (USGS Map): 1467 Tremont Street



**Figure 1.2 - 2
Project Aerial**

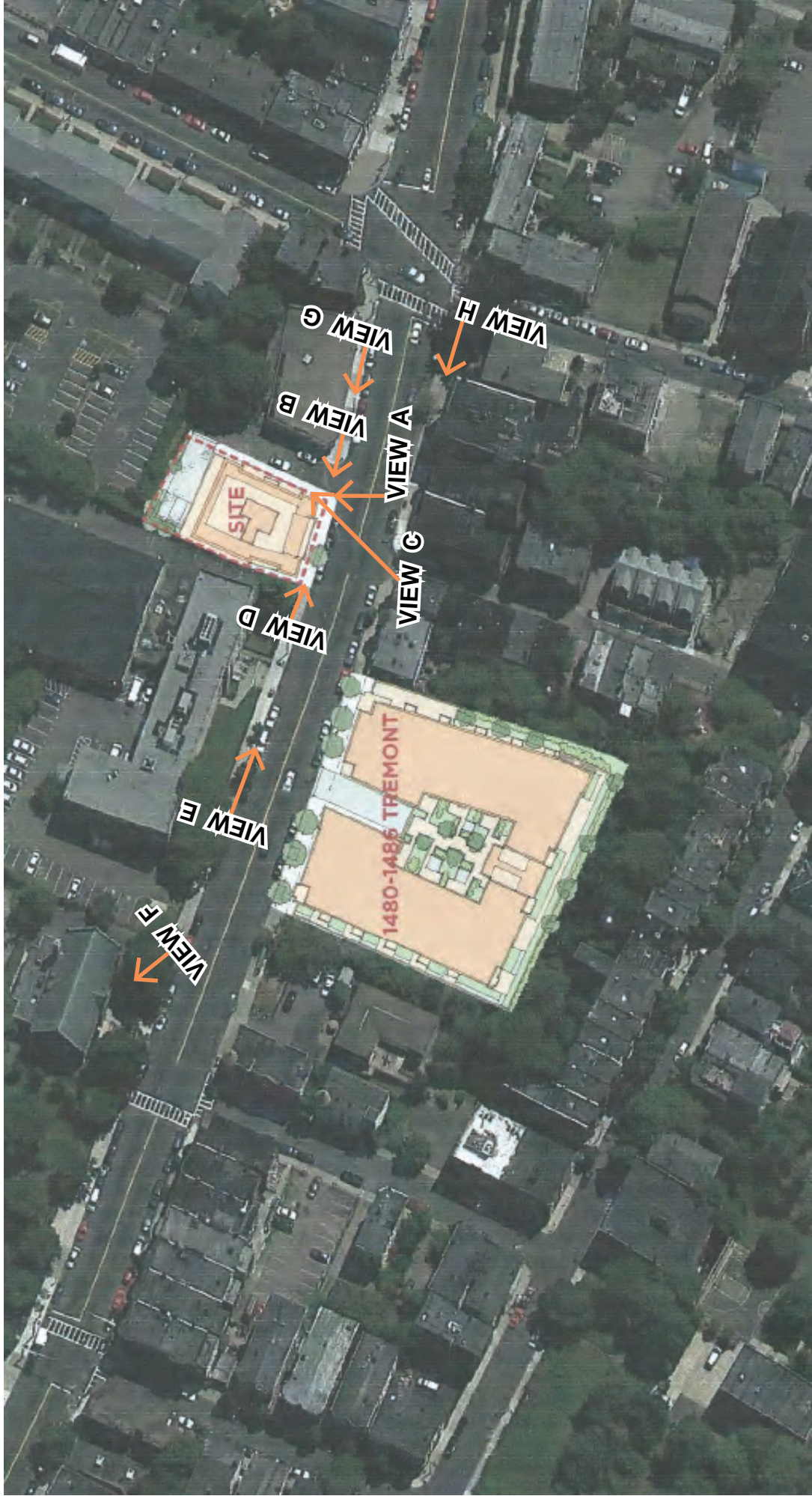


Figure 1.2 - 3
Neighborhood Context - Key Map



View A
View of site from Tremont and Faxon Streets with Mission Hill Main at rear



View B
View of site north along Tremont Street

Figure 1.2 - 4
Neighborhood Context - Photographs



View C
View of Faxon Street adjacent to site



View D
View from Tobin Community Center towards Tremont and Faxon Streets

Figure 1.2 - 5
Neighborhood Context - Photographs



View E
View of Tobin Community Center and other side of Tremont Street looking east



View F
View of nearby Mission Church looking west on Tremont Street

Figure 1.2 - 6
Neighborhood Context - Photographs



View G
View looking west toward residential buildings on opposite side next to 1485-1486 Tremont Street



View H
View looking west from Parker and Terrace Streets

Figure 1.2 - 7
Neighborhood Context - Photographs

1.2.3 Project Data/Approximate Dimensions

Based on the current schematic documents, we anticipate the following program:

Table 1-1: Approximate Dimensions	
Lot Area (square feet):	7,831 ± SF
Total Gross Floor Area:	
Residential:	14,749 ± GSF
Retail:	<u>1,774 ± GSF</u>
Total:	16,523± GSF
Building Height:	45 feet/4 stories
Floor Area Ratio (FAR):	2.1
Parking Spaces:	10 Covered and 2 Surface Spaces

Table 1-2: Approximate Square Footage by Floor		
Floor	Use	Gross Square Feet /Units
Basement	Storage/ Mechanicals	156 sf
Ground Floor/First Floor	Retail/Storage including Bike Storage/ Parking/ Trash-Recycling	2,370 sf
Second Floor	Residential	6-Units/4,439 sf
Third Floor	Residential	6-Units/4,542 sf
Fourth Floor	Residential	6-Units/4,382 sf
Rooftop	Decks/Lobby/ Summer Kitchen	545 sf
Approximate Total Units/ Gross Square Footage:		18 Units/15,622 ± GSF (Includes 3 Affordable Units)

1.3 Summary of Project Impacts

1.3.1 Design Component

Section 3.0 of this SPRA presents the proposed urban design drawings and the major elements of the Proposed Project design.

1.3.2 Historic Resources

The Project Site is located across Tremont Street from the Parker Hill/Mission Hill North Slope Area, an area primarily characterized by residential development between 1845 and 1910. The Project is also located near the Parker Hill Branch of the Boston Public Library on the other side of the adjacent Tobin Community Center. It is not expected that there will be any potential impacts to these locations due to the Project's small scale.

1.3.3 Wind Impacts

As the proposed building height will be within the 45 feet allowed zoning height allowance and due to the presence of similar height buildings, including the Tobin Community Center adjacent on Tremont Street, it is not expected that pedestrian level winds will be impacted by the Proposed Project.

1.3.4 Shadow Impacts

Because the Project Site is currently vacant there will be new shadows during the morning hours which are expected to be limited to the rear of the site and the Mission Hill Main development's surface parking area. The open space associated with the Tobin Community Center will likely not receive new shadows as it is west of the Proposed Project.

1.3.5 Air Quality Impacts

As additional automobile trips from the eighteen (18) residential units are not expected to lead to a diminution of level of service at nearby intersections, and because the rear open garage at the ground floor will not require ventilation, no air quality analyses were performed.

1.3.6 Noise Impacts

The Proposed Project is not expected to create a noise nuisance condition and the Site is adjacent to an open parking lot and non-residential buildings

1.3.7 Flood Hazard Zone/Wetlands

There is no portion of the Project Site within the 100 year flood elevation as neither indicated on the Flood Insurance Rate Map, nor is there wetland resource areas regulated by the Massachusetts Wetlands Protection Act on or within 100 feet of the Project Site.

1.3.8 Stormwater Management and Water Quality

The Proposed Project is not expected to affect the water quality of nearby water bodies. The proposed building covers the entire site; therefore the only stormwater runoff will be from the building roof. The Proponent's engineer will review specific stormwater requirements with the

Boston Water and Sewer Commission following submission of the Site Plan Review Application with that Agency.

1.3.9 Geotechnical and Groundwater Impacts

Preliminary subsurface investigations are being undertaken at the Project Site. No adverse impacts on adjacent buildings and utilities are anticipated. Provisions will be incorporated into the design and construction procedures to limit potential adverse impacts to nearby structures and utilities.

1.3.10 Solid and Hazardous Waste Materials

Solid Waste

The Proponent will implement measures to handle the anticipated generation, storage, and disposal of solid waste generated by the Project. Operational measures will be considered that will be employed to promote waste reduction and recycling. In addition, the disposal and construction contracts will include specific language to ensure the contractor's compliance with City and State regulations. Construction debris will be recycled to the maximum extent possible.

The building's interior design will encourage the recycling of solid waste by providing storage areas for recyclable materials in appropriate areas. As typically requested by the Boston Environment Department, the building will provide the appropriate spaces required to institute a recycling program that meets or exceeds the City's recycling guidelines, and that provides recycling areas for waste paper and newspaper, metal, glass, and plastics (#1 through #7, co-mingled). These areas will be located on the ground floor level in the trash room.

Hazardous Waste

ENSTRAT Strategic Environmental Services completed a Phase I Environmental Site Assessment ("ESA") for the 1467 Tremont Street and 2-10 Faxon Street properties in 2011, in conformance with the scope and limitations of ASTM Practice E1527-05. According to municipal city directories, the commercial portion of the former building at 2 Faxon Street/1463 Tremont Street had been utilized for mixed residential/commercial purposes. The commercial space was historically occupied by a fish grocer, restaurant, oil burner repair business, cleansers, and a fruit and vegetable stand. The cleansers were Page Cleaners (1948-49) and Morgan's Cleansers (1953). Regarding 1467 Tremont Street, the main front building was utilized for residential purposes and a one-two story wooden garage had been constructed at the rear of the building and was being utilized for auto repair activities. The shed was raised in 1984. A fire severely damaged the Site building in the early 1970's, and all of the buildings had all been razed and filled to grade by the mid-1980's. Based upon the presence of a former automobile repair garage and cleansers at the site, ENSTRAT recommended that Subsurface Evaluations be completed at the Site to include installation of soil borings and monitoring wells in the areas of the former auto repair

garage and the unit that was utilized as cleansers. Additionally, it was recommended that the fill material used in the former building footprints be assessed.

ENSRAT conducted a Subsurface Evaluation for the same properties as above identified in 2011. Based upon a review of the laboratory analytical data, two compounds were detected in the Site soil above the applicable RCS-1 standards (Naphthalene and Benzo(a)Pyrene). Based the analysis however, this condition did not warrant DEP notification, additional assessment or remediation. ENSTRAT also advised that future Site development should take into account the presences of PAH's present in a small portion of the fill material used at the Site. It was also recommended that additional soil testing be completed following the generation of stockpiles of soil to be transported off-site.

The completed reports from which these above excerpts were taken are available on request from the Proponent.

1.3.11 Construction Impacts Analysis

Construction methodologies that ensure public safety on the Project Site will be employed. Construction management and scheduling will aim to minimize impacts on the surrounding environment. This will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and control of dust generation.

The number of workers required for construction of the Project will vary during the construction period. It is anticipated that all construction workers will arrive and depart prior to peak traffic periods.

Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and Boston Water and Sewer Commission ("BWSC") storm drain systems. During construction, existing catchbasins will be protected from sediments with filter fabric or hay bales filters.

1.3.12 Transportation, Parking and Vehicular/Pedestrian Access

Due to the Project's development program and close proximity to transit service (e.g., MBTA Green Line and Orange Line, as well as bus service), the Proposed Project is not expected to generate a large number of daily or peak hour vehicular trips. Intersection operations will not worsen compared to No-Build Conditions, indicating that the Proposed Project will not impact existing traffic operations. The Project's loading activities are expected to be minimal and will be accessed from Faxon Street.

The Project will also improve the pedestrian environment around the Project Site including new street trees, and improvements to Faxon Street, a private way.

1.3.13 Infrastructure

The Proponent's engineer will initiate contact with the agencies responsible for the area's utility systems, including the Boston Water and Sewer Commission ("BWSC"), to ensure the availability of utilities to serve the Proposed Project.

It is anticipated that the existing utilities in the adjacent streets have adequate capacity to serve the proposed Project. The proposed water, sewer and drain connections will comply with BWSC requirements. The Stormwater Management System will be designed to infiltrate the roof stormwater runoff into the ground in accordance with BWSC's and DEP's policy. Erosion and sediment controls will be implemented during construction.

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 Project Proponent

The 1467 Tremont Street proponent is Trellis Group, LLC, a Boston based developer, focused on creating exceptionally designed mixed-use places through the preservation and reuse of historic properties or through the construction of new context sensitive buildings. The principals of Trellis Group, LLC have been working in the Mission Hill neighborhood for fourteen years. In 2013 the Trellis Group, LLC received approval from the BRA for the development of a 66 unit residential building with approximately 6,200 gross square feet of new ground floor commercial storefront space, and 60 parking spaces within an enclosed garage, located at 1480-1486 Tremont Street diagonally across Tremont Street from the Proposed Project. Trellis Group has restored a number of the neighborhood's historic structures, and has constructed several new infill projects, as well. As a company, Trellis Group, LLC is committed to implementing the principle of New Urbanism, which promotes the creation of walkable, human scaled places that enhance local economies, improve public health, and build stronger communities. Trellis Group, LLC has formed a single purpose entity known as 1467 Tremont Street, LLC that will hold title to the project and be the entity that enters into the agreements with the city, as may be necessary.

2.1.2 Development Team

Table 2-1: Project and Team Information

Project Name:	1467 Tremont Street
Project Location:	1467 Tremont Street, Mission Hill (Boston), MA
Property Owner:	The Project Site is owned by 1467 Tremont Street, LLC

1467 TREMONT STREET SPRA

Project Proponent/Developer:	<p>Trellis Group LLC 1607 Tremont Street, Suite No. 1 Boston, MA 02120 Phone: (617) 713-4444</p> <p><u>Contacts:</u> Jason Savage Melanie Savage Mitch Wilson</p>
Development Consultant:	<p>Principle Group 791 Tremont Street Studio W513 Boston, MA 02118 Phone: (786) 361-5285 Website: http://www.principleplaces.com</p> <p><u>Contact:</u> Russell Preston, LEED AP BD+C</p>
Architect:	<p>Choo & Company One Billings Road Quincy, MA 02171 Phone: (617) 786-7727 Website: http://choo-design.com/</p> <p><u>Contact:</u> Chiong Lin</p>
Permitting Consultant:	<p>Mitchell L. Fischman Consulting (“MLF Consulting”) LLC 41 Brush Hill Road Newton, MA 02461 Phone: (781) 760-1726 Website: http://www.bostonpermitting.com</p> <p><u>Contact:</u> Mitchell Fischman, AICP</p>

1467 TREMONT STREET SPRA

Transportation Consultant:	<p>Howard/Stein-Hudson Associates, Inc. 38 Chauncy Street 9th Floor Boston, MA 02111 Phone: (617) 482-7080 Website: http://www.hshassoc.com</p> <p><u>Contact:</u> Joe SanClemente, P.E.</p>
Legal:	<p>Shadrawy & Rabinovitz Attorneys at Law 31 State Street Suite 5 Boston, MA 02109 Phone: (617) 523-3333</p> <p><u>Contact:</u> Bud Shadrawy</p>
Civil Engineer:	<p>Civil Environmental Consultants, LLC Engineers and Land Surveyors 8 Oak Street Peabody, MA 01960 Phone: (978) 531-1191</p> <p><u>Contact:</u> Ken Bouffard</p>
Estimated Construction Commencement:	Third Quarter 2014
Estimated Construction Completion:	First Quarter 2016
Approximate Construction Cost:	\$3.5 million
Status of Project Design:	Schematic

2.2 Public Benefits

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

- ◆ Creating much-needed residential rental housing;
- ◆ Improving the existing streetscape by infilling a vacant site and continuing retail uses along Tremont Street;
- ◆ Developing a project that is consistent with Mission Hill’s community planning and zoning objectives;
- ◆ Providing additional property tax revenue to the city;
- ◆ Creating construction-related employment opportunities; and
- ◆ Prohibiting rental leasing to undergraduates in order to address community concerns about impacts from undergraduate students residing in Mission Hill.

2.3 Regulatory Controls and Permits

2.3.1 Zoning District

The Proposed Project at 1467 Tremont Street is located within the Neighborhood Shopping (“NS”) Subdistrict of the Mission Hill Neighborhood District, Article 59 of the Boston Zoning Code as outlined on Zoning District Map 6D “Mission Hill Neighborhood District”, effective March 15, 2006. Multi-family residential use is an allowed use on the second story and above in the NS Subdistrict and a conditional use in the basement and first story. Retail uses and non-take-out restaurants are allowed uses in the basement and first floor levels in the NS Subdistrict. Accessory parking is an allowed use in an open lot or garage structure at the basement and first story levels in the NS Subdistrict. All of the Project uses and the location of such uses on the various floors of the building (residential on floors 2, 3 and 4, and retail and accessory parking on the first floor) are Allowed Uses with the NS Subdistrict in accordance with Section 59-15, Table B of the Code.

The proposed building has been designed to have an FAR (Floor Area Ratio) of 2.1 (16,523 GSF / 7,831 SF) which is in violation of the maximum underlying 2.0 FAR limit. The project will be seeking zoning relief from the Board of Appeals. After initial zoning review of the project, Inspectional Services Department has issued a letter stating the following violation: floor area ratio (Article 59, Section 16), front yard insufficient (Article 59, Section 16 & Article 59-38.1 Conformity with Existing Building Alignment), off-street parking insufficient (Article 59, Section 37), and off-street loading insufficient (Article 59, Section 37). An application to the Board of Appeals will be filed concurrently with the Small Project Review. The building has a height of 45 feet in conformity with the underlying height limit. The open space provided of approximately 4,100 sf conforms to the open space requirement of 50 feet per dwelling unit. The 20-foot rear

yard setback is also in conformity with the minimum allowed under the existing zoning. The street wall setback along Tremont Street will be determined as part of the Design Component Small Project Review Application review by the BRA. The Proposed Project has been designed to be in conformity with dimensional requirements of Section 59-16, Table G of the Code, as detailed in **Table 2-2**.

The Proposed Project proposes a total of twelve (12) parking spaces, allocated for the residential and commercial occupants of the project. The BTD has established parking space guidelines throughout the City to ensure that the proper parking capacity is provided with new projects. BTD's maximum parking ratio guidelines for this area of the City is 0.50 – 1.0 parking spaces per residential unit. The Proposed Project falls within these limits, although it does not conform to the existing zoning requirement of 1 space per residential unit and 2 spaces per 1,000 sf of retail use in accordance with Table J of the Code, and is expected to require relief from the Zoning Board of Appeal.

The site plan shows a layout of the twelve (12) parking spaces including in the covered first floor garage rear and in surface spaces at the rear of the building. Off-street loading is normally restricted to commercial uses, but under neighborhood zoning requirements it applies also to residential uses. Off-street loading will be provided from Faxon Street (a private way).

Based on the foregoing, the Proposed Project will require relief from the Zoning Board of Appeal.

1467 TREMONT STREET SPRA

Table 2-2: Boston Zoning Code Chart: 1467 Tremont Street, Mission Hill

Category	Code Requirement	Proposed Project Uses and Dimensions
Use Regulations Section 59-15, Table B	Multi-family 2nd floor and above	Residential – 18 dwelling units, floors 2,3 and 4
	General retail use allowed on first floor	Commercial- Approximately 1,800 SF Retail Uses, first floor
	Parking allowed on first floor	Accessory Parking – 12 spaces, first floor and surface open lot at rear
Dimensional Regulations Section 59-16, Table G		
Maximum Floor Area Ratio (FAR)	2.0	2.1
Maximum Building Height	45 ft	45 ft
Minimum Lot Size	None	7,831 SF
Minimum Lot Area per Dwelling Unit	N/A	N/A
Minimum Useable Open Space per Dwelling Unit	50 SF/dwelling unit (18 units x 50 SF = 900 SF)	228 SF/dwelling unit (4,100 SF total)
Minimum Lot Width	None	64.28 ft
Minimum Lot Frontage	None	64.28 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	<u>NW side:</u> Floor 1: 0 ft, Upper Floors: 7 ft 6 inch. <u>SE side:</u> Floor 1: 0 ft, Upper Floors: 2 ft. 4 inch.

1467 TREMONT STREET SPRA

Minimum Rear Yard	20 ft	23 ft 8 inch.
----------------------	-------	---------------

2.3.2 Anticipated Permits and Approvals

The public approvals expected to be required for the Proposed Project are listed in **Table 2-3**.

The Proposed Project is subject to requirements of, and the filing of a Small Project Review Application (“SPRA”) under Article 80 of the Code, necessitated because more than fifteen (15) multi-family units are being proposed and the project is less than 50,000 gross square feet in size within a Boston neighborhood

Table 2-3: Anticipated Permits and Approvals

AGENCY NAME	PERMITS AND APPROVALS
LOCAL	
Boston Redevelopment Authority	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	Fire safety review Building Permit(s) Certificate(s) of Occupancy

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

2.4 Legal Information

2.4.1 *Legal Judgments or Actions Pending Concerning the Proposed Project*

The Project Proponent is not aware of any legal judgments or other actions pending which involve the Proposed Project.

2.4.2 *History of Tax Arrears on Property Owned in Boston by the Applicant*

The Proponent has no additional property in Boston on which real estate tax payments are in arrears.

2.4.3 *Evidence of Site Control Over the Project Area*

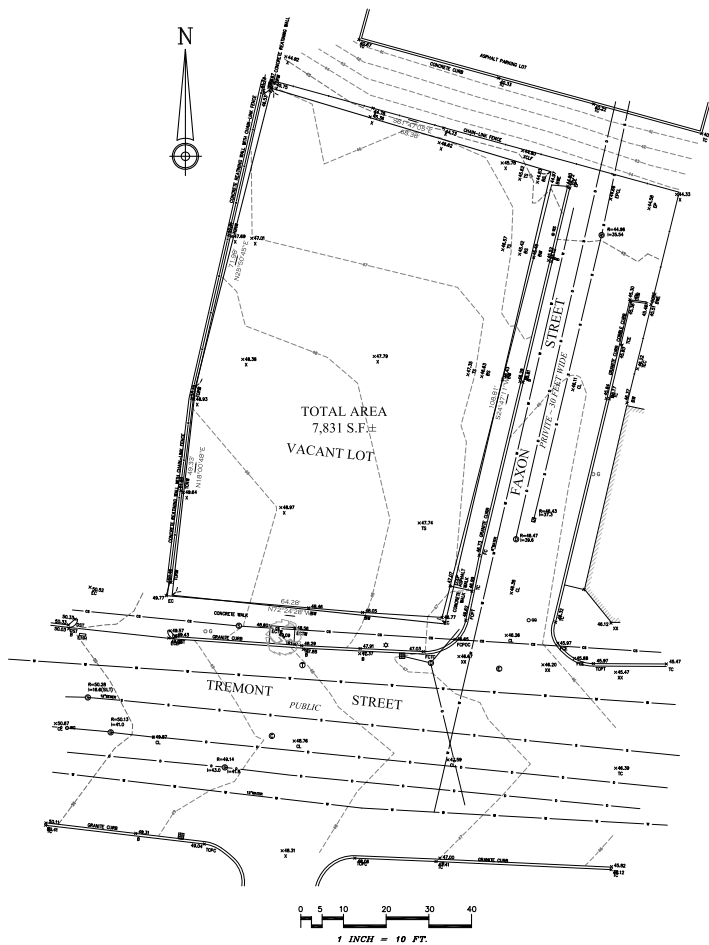
The Project Site is owned by 1467 Tremont Street, LLC as documented in the Suffolk County Registry of Deeds, Book 48755, Page 217.

2.4.4 *Nature and Extent of Any and All Public Easements*

The Project Site is not subject to any public easements.

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

- | LEGEND | |
|--------|---------------------|
| ○ | DRAIN MANHOLE |
| ○ | CABLE TV MANHOLE |
| ○ | ELECTRIC MANHOLE |
| ○ | SEWER MANHOLE |
| ○ | TELEPHONE MANHOLE |
| ○ | CATCH BASIN |
| ○ | GAS GATE |
| ○ | WATER GATE |
| ○ | WOOD UTILITY POLE |
| ○ | HYDRANT |
| ○ | SOIL |
| ○ | ELECTRIC HANDHOLE |
| ○ | FIRE ALARM |
| ○ | TRAFFIC LIGHT POLE |
| ○ | SPOT GRADE LOCATION |
| ○ | CENTER OF TREE |
| ○ | MONITORING WELL |
- | UNDERGROUND UTILITIES | |
|-----------------------|--------------------|
| --- | CABLE TV |
| --- | COMBINED SEWER |
| --- | DRAIN |
| --- | ELECTRIC |
| --- | GAS |
| --- | SEWER |
| --- | STREAM |
| --- | WATER |
| --- | R= (RIM ELEVATION) |
| --- | IN OUTLET INVERT |



REVISION - DATE	3/7/80

TOPOGRAPHIC PLAN OF LAND
 FAXON ST. & TREMONT ST.
 Boston (Roxbury) Massachusetts
 Scale: 1" = 10' Date: 03/07/80
 Title: 1467 Tremont Street, Mission Hill, SPRA
 Drawn By: JRM Checked By: JRM

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



Figure 2.1
 Existing Conditions Plan

2.5 Public Review Process

The Proponent has been meeting with various neighborhood groups for more than a year. The Mission Hill community has expressed great interest in the Proposed Project and has overall given helpful feedback on the proposed program and preliminary design. 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

Community Organizations

Mission Hill Neighborhood Housing Services
Community Alliance of Mission Hill

Abutters

Mission Main Housing Development
Tobin Community Center
Roxbury Knights of Columbus Council 123

The Proponent's development team will continue to outreach 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 permits, including:

- Boston Redevelopment Authority
- Boston Transportation Department
- Boston Environment Department
- Boston Department of Public Works
- Boston Water and Sewer Commission
- Boston Inspectional Services
- Mayor's Office of Neighborhood Services

3.0 DESIGN COMPONENT

The Proposed Project will significantly enhance the character of the existing site and neighborhood by creating a mixed-use infill building comprised of 18 residential units with ground floor parking and commercial storefront space. The proposed building height is also 45 feet as per the Boston Zoning Code. Screened mechanical equipment and a common roof deck are set back from the building perimeter to minimize visibility from the street and surrounding properties. The proposed building height and massing appropriately fit within the surrounding neighborhood.

3.1 Introduction

The Proposed Project is a mixed-use development, located at 1467 Tremont Street in Mission Hill, which will be comprised of approximately 18 residential apartments, approximately 1,800 square feet of commercial storefront space, covered parking for 10 vehicles 24 bike racks, and new useable outdoor space. Discussion of design elements for the proposed new building is provided in the sections below, and is illustrated on the plans, perspectives, and photographs that are included at the end of the Design Component (see **Figures 3-1 through 3-14**).

3.2 Site Context

The Project's site is at 1467 Tremont Street lies on the north side of the street, between Brigham Circle and the Green Line MBTA to the west, and Roxbury Crossing and the Orange Line MBTA to the east. This neighborhood corridor is characterized by a range of building types at different scales, with a mix of residential, commercial and institutional uses and a range of architectural styles and materials.

The project site is at the corner of Tremont Street and Faxon Street. Faxon Street is a dead-end private way that only services the Project site and to the east the Knights of Columbus Council 123. Directly adjacent to Project's Site to the west is the Tobin Community Center, a 4-story mid-20th century Art Deco building set back from the street. Immediately adjacent to the Site is the vacant Knights of Columbus Council 123 which is a 1-story Victorian commercial wood building. Beyond that is a 3.5-story brick brownstone, typical of the neighborhood residential structures. Across Tremont Street are a variety of 3 and 4-story masonry multi-family residential buildings as well as the future redevelopment of the Boston Clutch Works site into a 4-story mixed-use structure also being completed by the Proponent. Further down Tremont Street toward Roxbury Crossing are a collection of 3 and 4-story masonry buildings, with ground floor retail storefronts and residences above. The north side of the property abuts a common parking lot that serves an apartment building on Smith Street and several town houses on Parker Street that are part of the Mission Main housing complex. Due to a change in topography, this adjacent common parking lot is located approximately 5' below the Project's site.

3.3 Building Program

The Project development program will include approximately 1,800 gross square feet of storefront commercial space, one residential lobby and bicycle storage room, a 10 space covered parking garage at the ground floor (with two exterior surface spaces), and 18 residential apartments on the upper three floors. Building mechanical spaces will be housed in the basement and on the roof. The program also includes a common outdoor space for building residents on the roof, and a series of private outdoor spaces for several residential units, including terraces and balconies.

3.4 Design Concept

The Proposed Project's urban design goal is to significantly enhance this Mission Hill mixed-used corridor along Tremont Street by creating a pedestrian friendly environment and providing new housing, commercial storefronts, parking, and useable outdoor space. The proposed design concept aims to infill the project's site with a structure that is in harmony with the mixed-use street wall found on Tremont and is consistent with the character of the neighborhood. The Proposed Project acknowledges the importance of the corner conditions of the site, appropriately scaled to relate to existing buildings on the street, and creates an architectural element that celebrates the visual connection across Tremont Street when coming down the hill on Sewall Street. The proposed design takes advantage of the site unique location on Tremont Street to create a building that marks the transition from the commercial storefront character of the street to a the civic frontage found at the Tobin Center, Mission Hill Branch Library and Mission Church.

The Proposed Project's residential entrance is located on Faxon Street to provide for the full frontage of the building along Tremont Street to be made available for commercial storefronts. The building has two highly visible retail corners with expansive storefront glass along the Proposed Project's sidewalk frontage. Elements of the façade are held back a few feet from the property line to allow space for sidewalk café seating. Loading and service is provided off Faxon Street. The width of Faxon Street will allow for a truck to be parked for loading/service and resident automobiles to enter and exit the driveway on the rear of the site.

The Proposed Project's design integrates the building with the scale and materiality of existing neighborhood structures. A contemporary expression of the neighborhoods more traditional architectural language has been developed for the Project that responds to and enhances the surrounding historic context.

3.5 Height and Massing

The massing of the Proposed Project has been design to reflect a symmetrical composition when viewed from Sewall Street. This massing also creates both an uphill and downhill corner element that reflect the tradition found in the neighborhood of celebrating the corners of buildings with turrets and bay-window

elements. The massing has also been designed to integrate private outdoor terraces and balconies while maintaining a clutter free facade. The building fits within the 45 foot height limited established by the zoning district.

The building is pulled away from the west property line for the first third of the floor plan in order to create a sidewalk level terrace for use by the retail as well as provide for larger window openings on the residential floors. The building conforms to the rear yard setback per the existing zoning requirements.

3.6 Facade Design, Fenestration, and Building Materials

The facade and fenestration concept for the proposed building is inspired by the Art Deco structures found throughout the neighborhood. The windows are large with divided lights intended to provide a large amount of glass yet still create a punched window style to the building.

The Tremont Street facade utilizes a central bay-window on the 3rd floor as well as a central retail bay to setup a strong central element to the building that aligns with the view from Sewall Street. This variation in the facade setback also allows for the building to hold the street wall as well as provide two private outdoor spaces on the 2nd and 4th floors. The Faxon Street facade utilizes the same corner elements to setup a symmetrical arrangement. The ground floor central bay houses the residential lobby and tenant bicycle storage entrances. The west facade that is exposed by the setback of the Tobin Community Center is intended to continue the symmetrical design concept as well as integrate several groups of large windows to take advantage of the diagonal views up Tremont Street. The rear facade incorporates large windows to take advantage of the skyline views. The rear facade at ground level will incorporate several grills to assist with the ventilation system of the garage.

The storefront and first floor level of the building will be finished in cast stone and storefront. At the second floor string course the facade material will change to a cement board panel system. The size of the panels will be designed to reflect a running bond pattern. Ornamental elements and railing systems will be black metal.

3.7 Exterior Signage and Lighting

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

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

3.8 Site Design

3.8.1 *Open Space and Landscaped Areas*

Along Tremont Street, the corner elements of the facade of the Proposed Project will be held back a few feet from the sidewalk property line to allow space for sidewalk café seating along the retail storefront. At the west side of the retail, a patio with decorative paving will allow for outdoor retail uses such as dining for a restaurant.

Along Faxon Street, there will be a series of landscape planters located between the residential lobby entrance and bicycle storage room entrance as well as at the wall of the garage near the driveway. The rear yard will contain two surface parking spaces and a screened trash enclosure in addition to the driveway access to the parking garage. The rear yard will be surrounded by a fence, hedge row and several landscape planting beds.

The roof of the building will have an approximately 1,200 sq.ft. common roof deck. This roof deck will be accessible to all building residents by elevator and stair. Six dwelling units on floor 2 and one dwelling unit on floor 4 will have access to private roof decks.

3.8.2 *Pedestrian Circulation*

The proposed design has given special care in the location of the tenant's bicycle storage room. This room is located adjacent to the residential lobby which provides for easy access to bicycle secure parking. The bicycle storage room also has direct access to the residential lobby within the building. Tenants who park in the garage will also have direct access to the lobby. Retail tenants will be able to access trash rooms and dumpster locations through direct access to the garage which will limit the need to bring trash around the corner from Tremont Street.

3.8.3 *Parking and Vehicular Circulation*

Automobiles will access the parking garage from Faxon Street by way of a private driveway at the rear of the surface parking lot. Trash pick up and building loading will occur off of Faxon Street as well.

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 and include the following figures and photographs:

Figure 3.1	Site Aerial
Figure 3.2	Site Plan
Figure 3.3	Ground Floor Plan
Figure 3.4	Second Floor Plan
Figure 3.5	Third Floor Plan
Figure 3.6	Fourth Floor Plan
Figure 3.7	Roof Plan
Figure 3.8	Basement Plan
Figure 3.9	South Elevation
Figure 3.10	West Elevation
Figure 3.11	North Elevation
Figure 3.12	East Elevation
Figure 3.13	View Northwest from Tremont Street at Faxon Street
Figure 3.14	View East from Tremont Street



Figure 3.1
Site Aerial

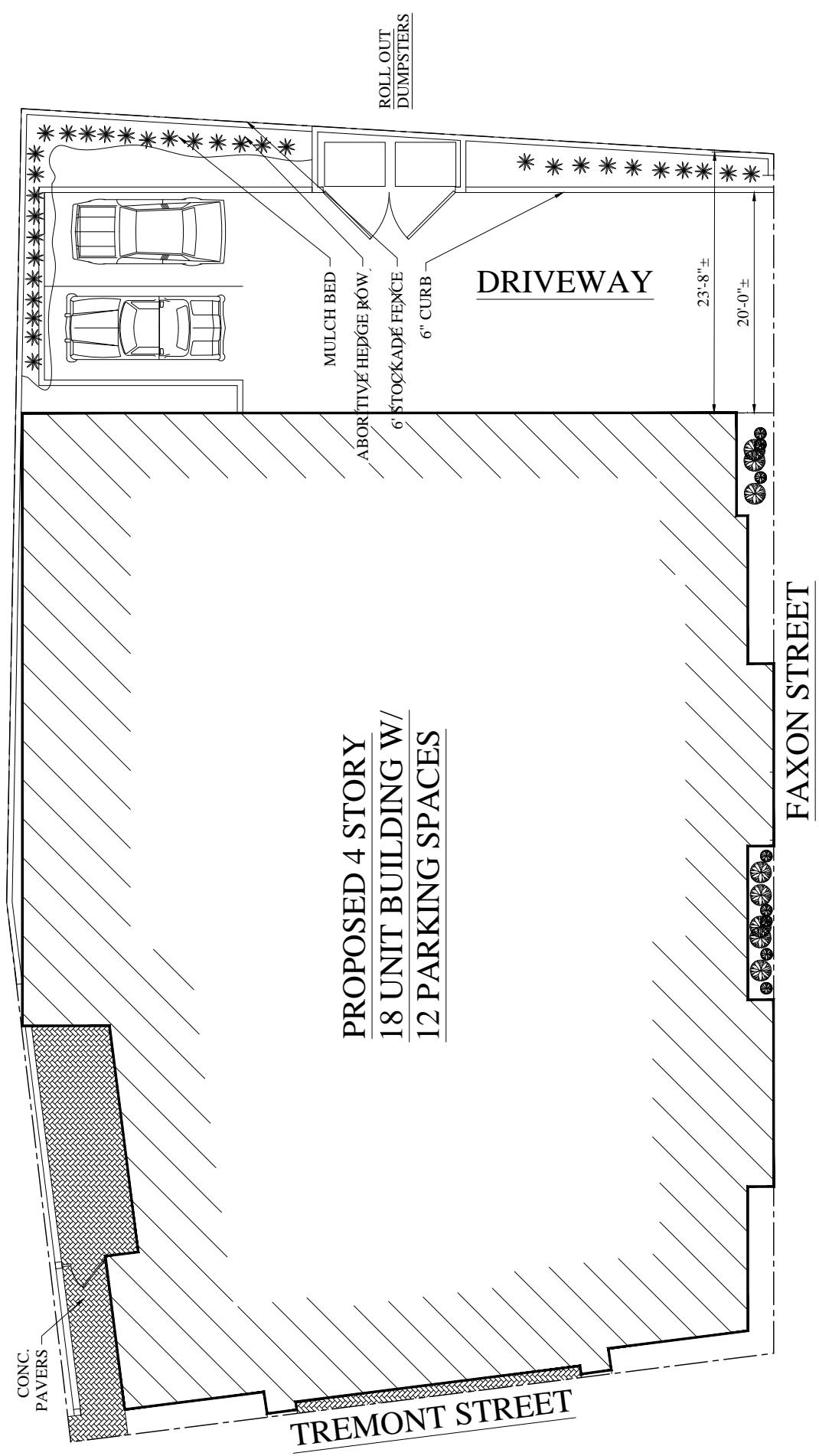
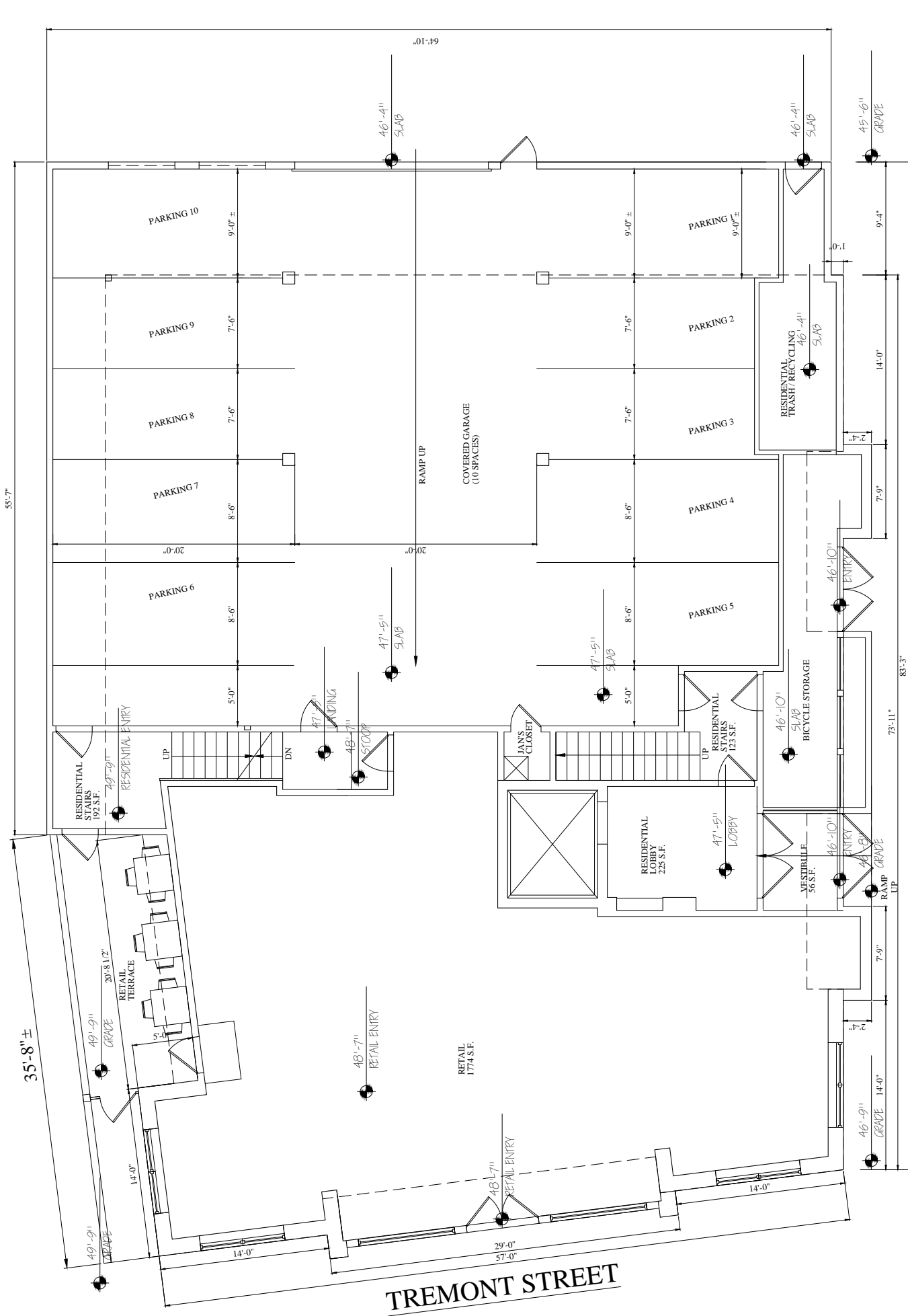


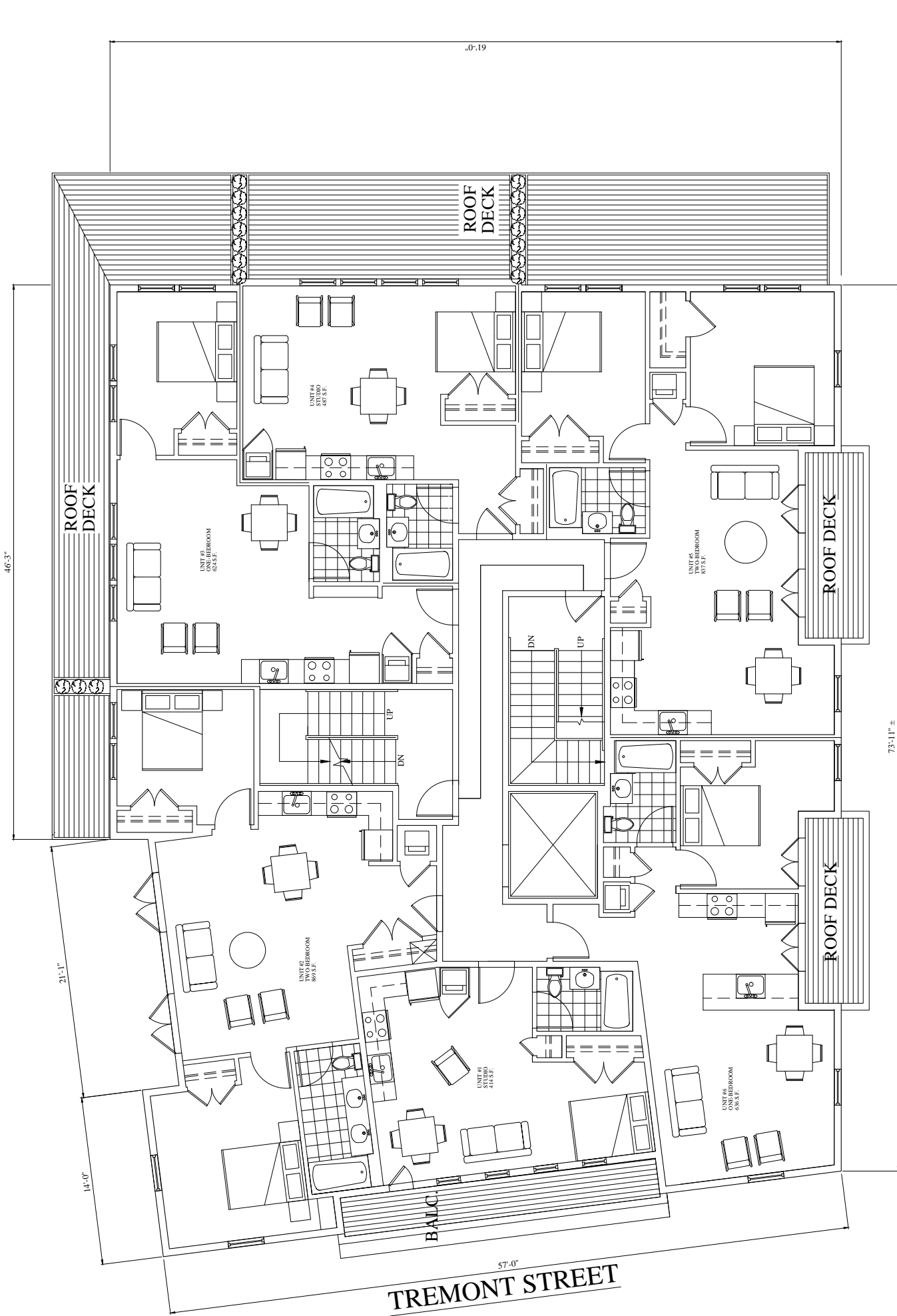
Figure 3.2
Site Plan



FAXON STREET

Figure 3.3
Ground Floor Plan

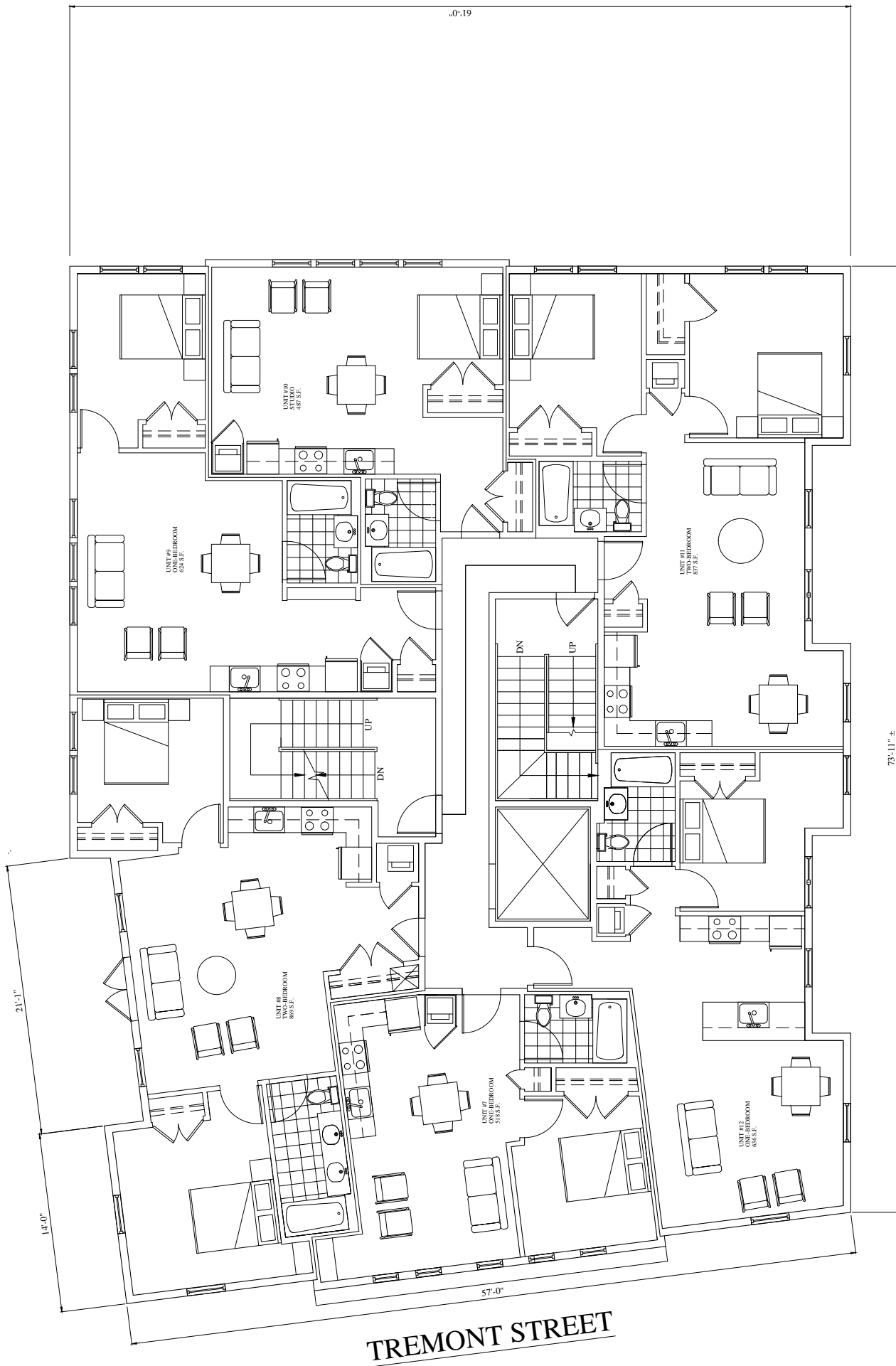
1467 Tremont Street
Mission Hill
SPRA



FAXON STREET

Figure 3.4
Second Floor Plan

1467 Tremont Street
Mission Hill
SPRA



FAXON STREET

Figure 3.5
Third Floor Plan

1467 Tremont Street
Mission Hill
SPRA



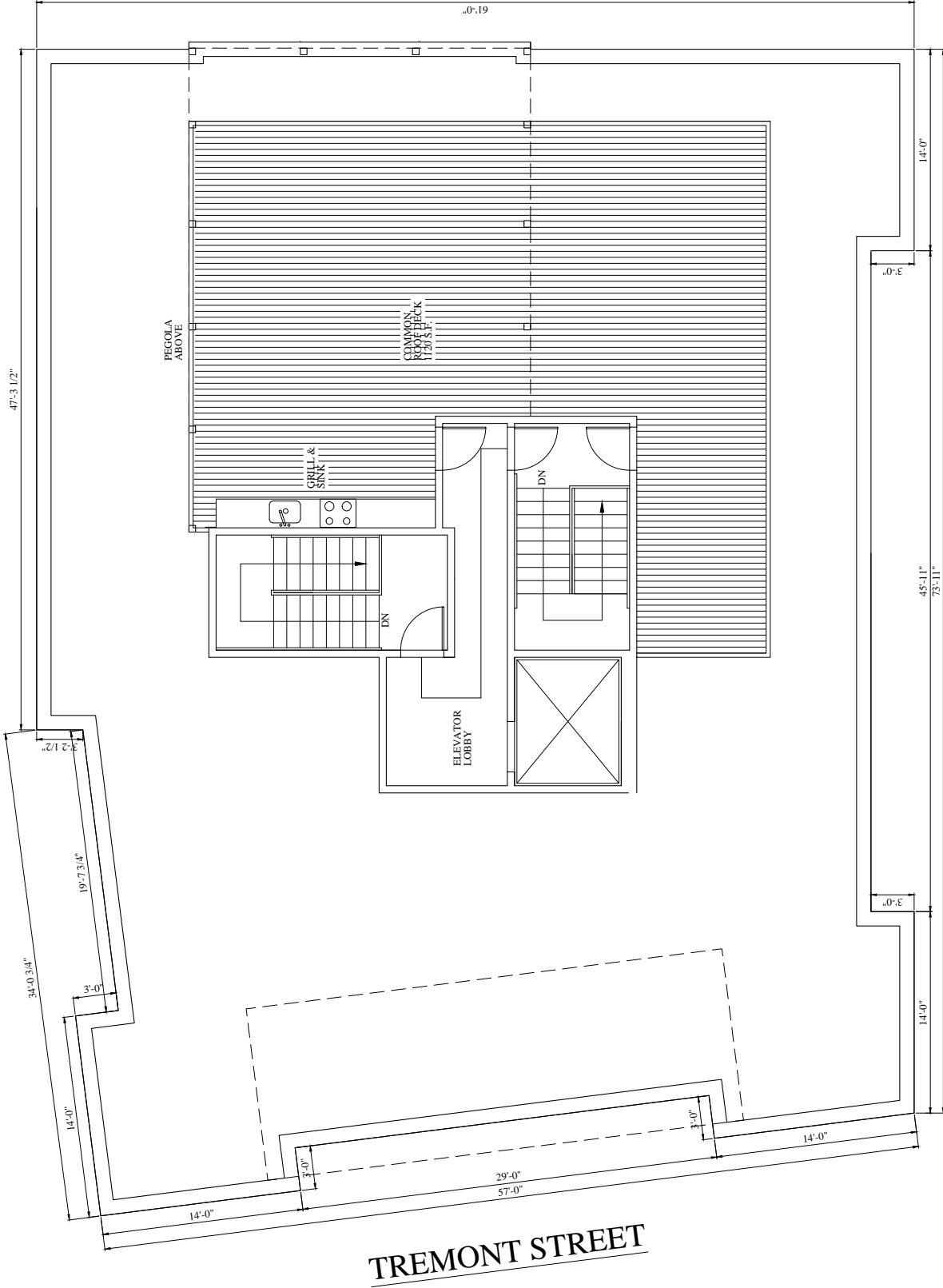
FAXON STREET

Figure 3.6
Fourth Floor Plan



1467 Tremont Street
Mission Hill
SPRA

TREMONT STREET

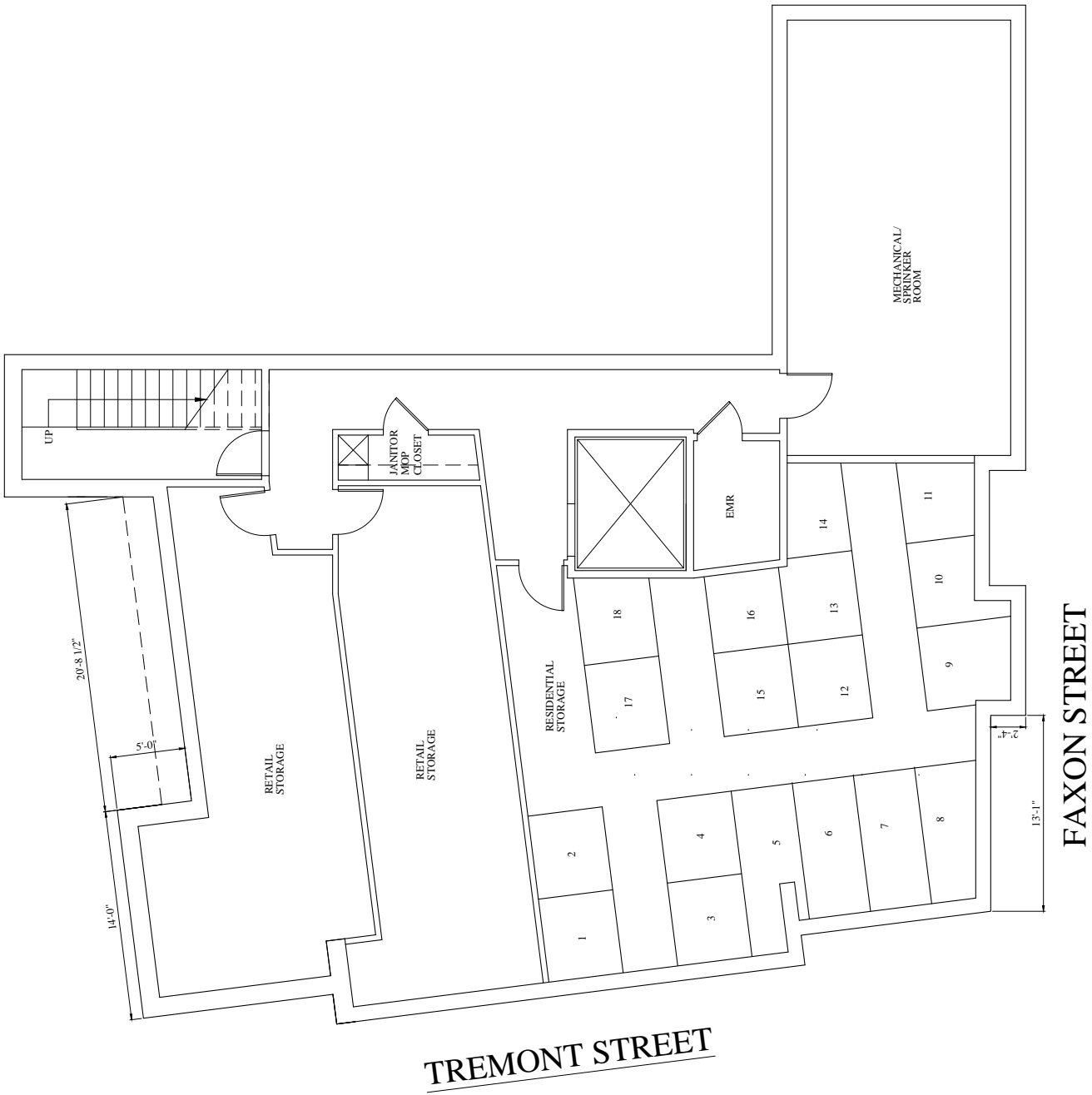


FAXON STREET

Figure 3.7
Roof Plan



TREMONT STREET



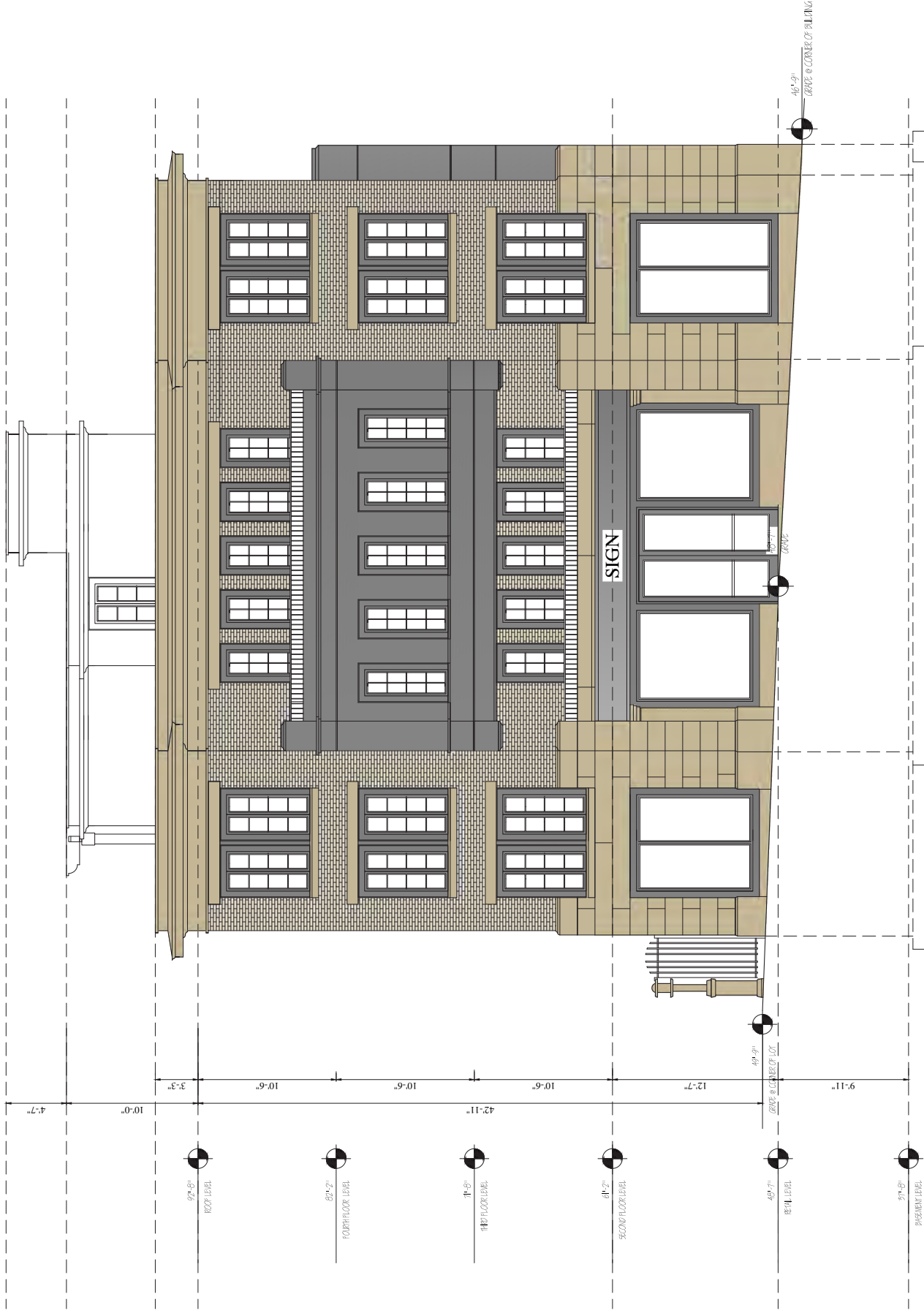
FAXON STREET

TREMONT STREET



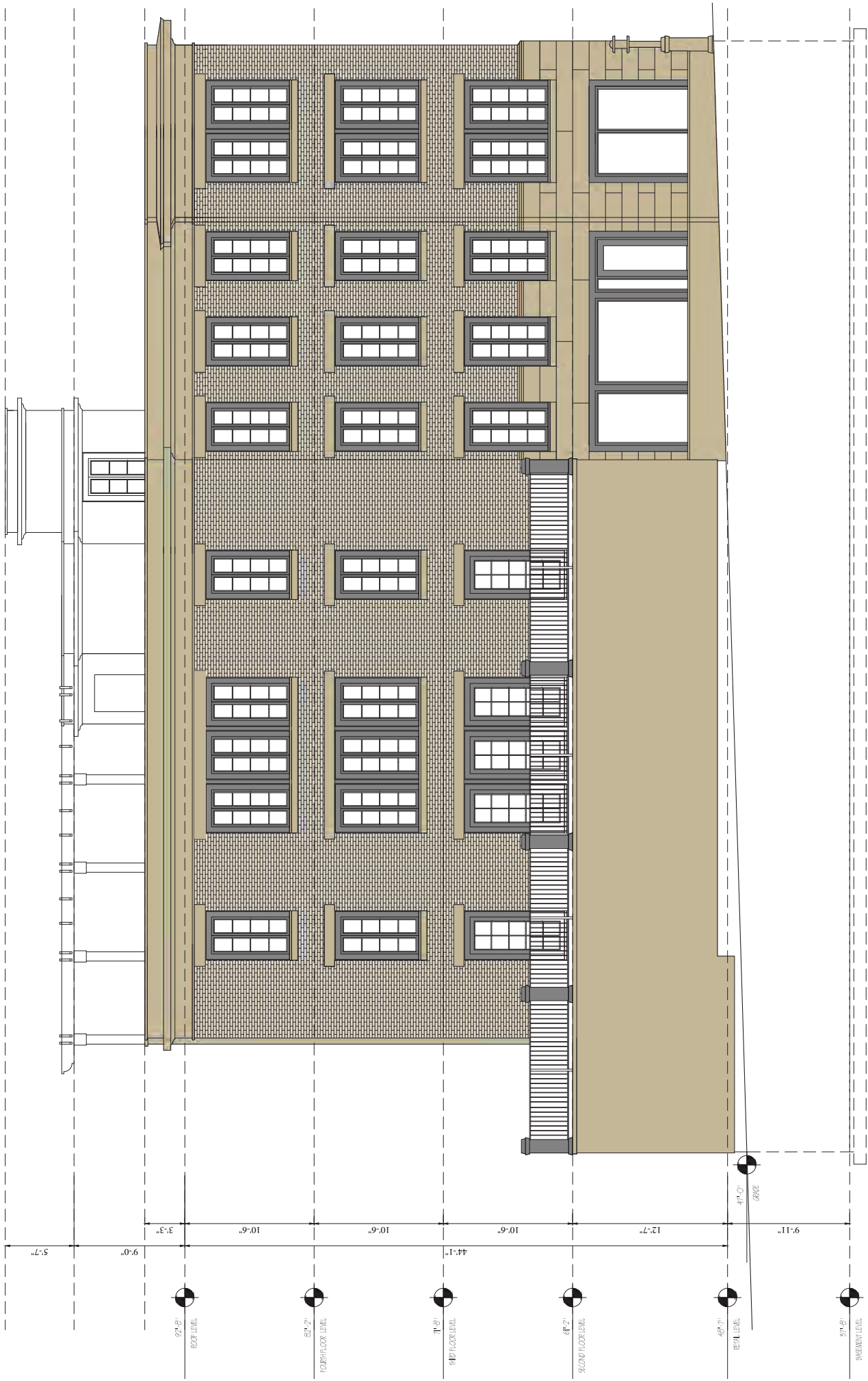
1467 Tremont Street
Mission Hill
SPRA

Figure 3.8
Basement Plan



1467 Tremont Street
Mission Hill
SPRA

Figure 3.9
South Elevation



1467 Tremont Street
Mission Hill
SPRA

Figure 3.10
West Elevation

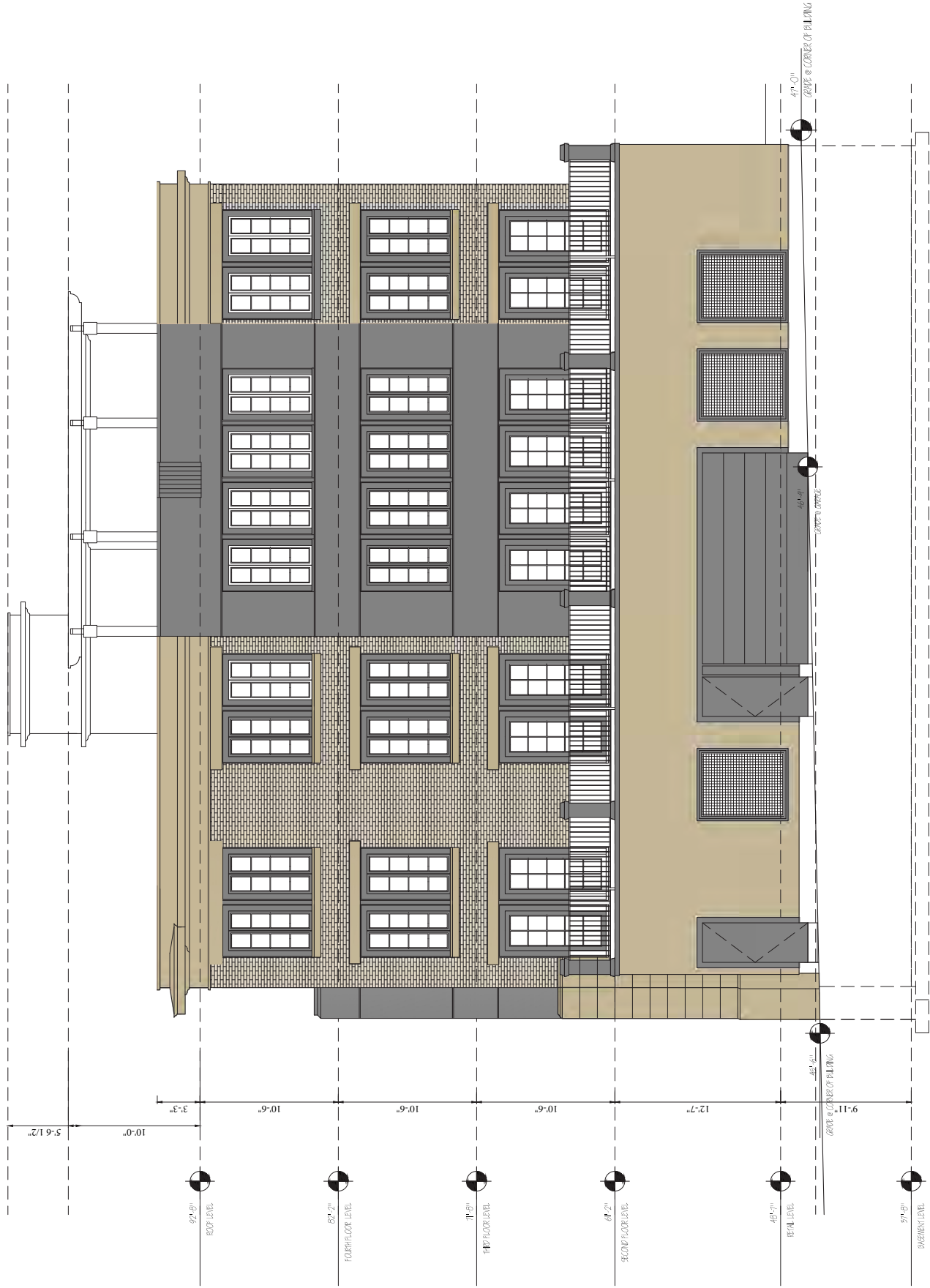
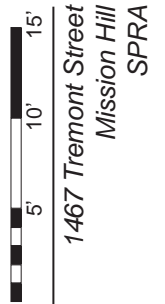
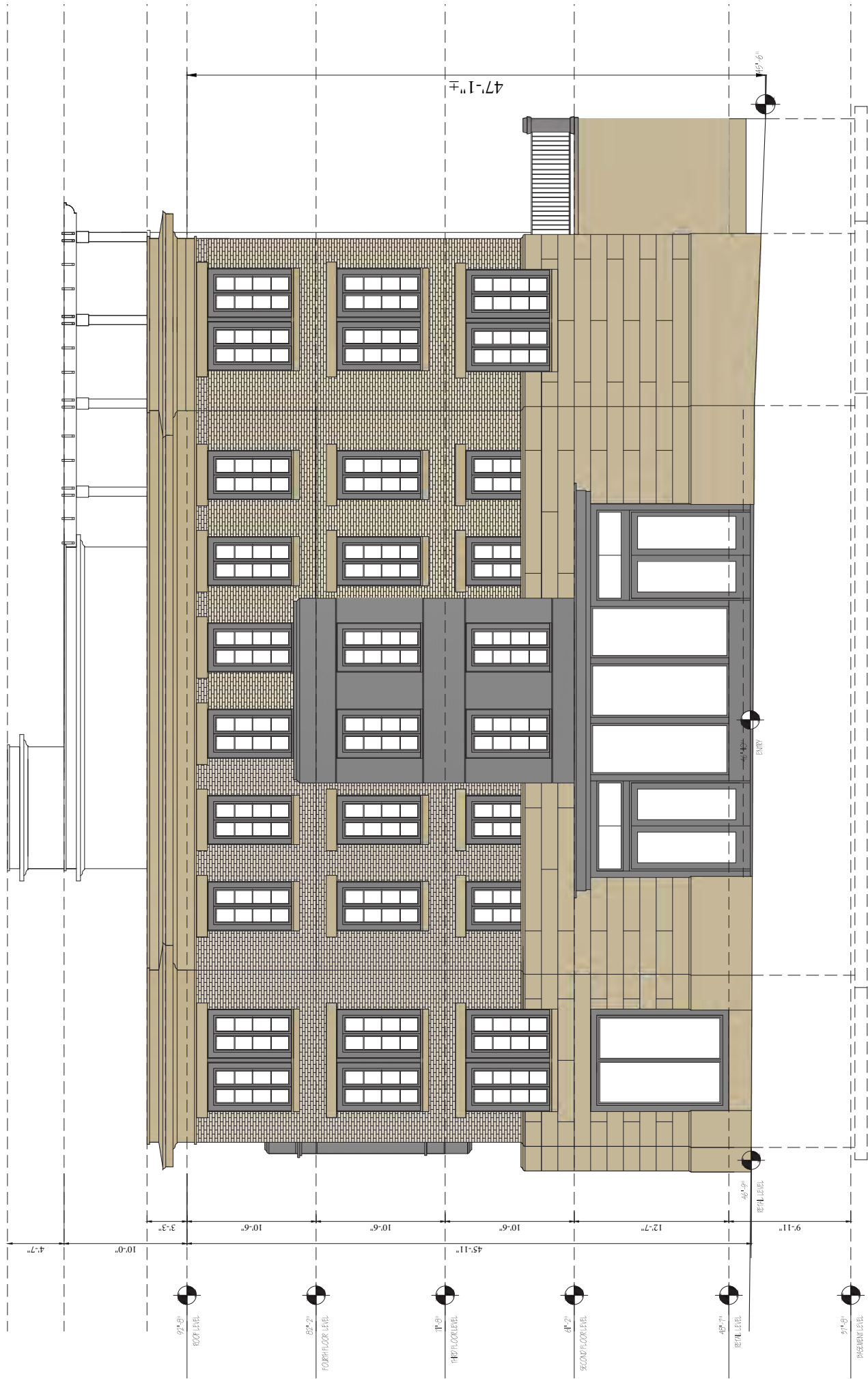


Figure 3.11
North Elevation

1467 Tremont Street
Mission Hill
SPRA



1467 Tremont Street
Mission Hill
SPRA

Figure 3.12
East Elevation



Figure 3.13
View Northwest from Tremont Street at Faxon Street

1467 Tremont Street
Mission Hill
SPRA



Figure 3.14
View East from Tremont Street

1467 Tremont Street
Mission Hill
SPRA

4.0 ENVIRONMENTAL PROTECTION

4.1 Geotechnical/Groundwater

Based on a subsurface evaluation of the Project Site completed by ENSTRAT for the Proponent in 2011, subsurface material encountered in the soil sampling generally consisted of fill materials consisting of sand, silt, gravel, and building materials (brick and concrete) with a layer of what appeared to be coal ash in two of the borings. Groundwater or indications of water were not encountered in the ENSTRAT borings. Due to the shallow bedrock and observations that groundwater was not present above the bedrock, groundwater monitoring wells were not installed. Additional information on the subsurface evaluation is available from the Proponent on request. This information will be utilized by the Proponent in developing its construction planning and in finalizing the siting of the building.

Mitigation Measures

Provisions will be incorporated into the design and construction procedures to limit potential adverse impacts to adjacent structures and utilities. Specific mitigation measures are as follows:

- A pre-construction survey will be conducted of abutting and adjacent structures to document existing conditions.
- The design team will conduct studies, prepare designs and specifications, and review contractor's submittals for conformance to the Project contract documents with specific attention to protection of nearby structures and facilities. The contractor will be required to modify construction methods and take all necessary steps during the work to protect nearby buildings and other facilities.
- The design team will provide on-site monitoring of the contractor's excavations and foundation construction activities during the below-grade portion of the work. This will enable observation of the contractor's compliance with the construction specifications and to facilitate adjustments to procedures based on observed performance.

4.2 Rodent Control

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11,105 CMR 410.550. This policy requires an established rodent control program be implemented prior to issuance of any demolition or building permits. During construction, service visits will be made by a certified rodent control firm to monitor and maintain the rodent control program.

5.0 TRANSPORTATION, PARKING AND VEHICULAR/PEDESTRIAN ACCESS

5.1 Introduction

Howard/Stein-Hudson Associates, Inc. (HSH) has reviewed the transportation impacts of the proposed mixed-use project located at 1467 Tremont Street (“The Project”) in the Mission Hill neighborhood of Boston. The site is currently a vacant field.

The Proposed Project involves construction of a new mixed-use building containing 18 residential units, approximately 1,800 square feet of ground-floor retail space, and 10 parking spaces located within a parking garage beneath the building. In addition, the Project will provide secure, covered storage for 20 bicycles and additional racks located at the building entrances for 4 bicycles. The Proposed Project is subject to the City’s Small Project Review Application process because more than 15 residential units are being proposed.

5.2 Trip Generation

Trip Generation estimates for the Project were based on rates derived from the Institute of Transportation Engineers (ITE)’s Trip Generation (9th edition, 2012) average trip rates for land use codes (LUC) 220 – Apartment and LUC 820 – Shopping Center. The ITE rates produce vehicle trip estimates, which are then converted to person trips using vehicle occupancy rates (VOR) based on 2009 National Household Travel Survey data and other local data. Using mode split information obtained from the Boston Transportation Department (BTD) for this area of the City, the total person trips are then allocated to vehicle, transit and walk/bike trips. The resulting vehicle trip generation for the Project is summarized in **Table 5-1**.

Table 5-1: Trip Generation

Period	Direction	Vehicle	Transit	Walk/Bike
Daily	In	40	25	56
	Out	40	25	56
	Total	80	50	112
a.m. Peak Hour	In	1	1	2
	Out	3	1	5
	Total	4	2	7
p.m. Peak Hour	In	3	2	7
	Out	3	3	5
	Total	6	5	12

As shown in **Table 5-1**, the Project is estimated to generate only approximately 4 new vehicle trips (1 entering and 3 exiting) during the weekday morning peak hour and 6 new vehicle trips (3 entering and 3 exiting) during the evening peak hour. This translates to approximately 1 new vehicle trip every 15 minutes during the weekday morning peak hour and 1 new vehicle trip every 10 minutes during the weekday evening peak hour – a negligible increase and well within the daily fluctuations of traffic on area roadways.

5.3 Site Access and Circulation

Vehicular access to the on-site parking garage, and all loading and service activity will occur via Faxon Street (a private way). Pedestrian access to the retail space will occur on Tremont Street, while pedestrian access for residents will occur through a main entrance on Faxon Street and a secondary entrance through parking garage. Residents and tenants will also be able to access the buildings secure bicycle room directly from Faxon Street.

5.4 Transit

The Project site is conveniently located within walking distance to a wide range of public transit alternatives, including several MBTA bus routes, MBTA Green Line and Orange Line rapid transit service, and private shuttle bus service operated by Medical Academic and Scientific Community Organization (MASCO). This site is located within approximately a quarter-mile (a 5- to 10-minute walk) to the MBTA Orange Line Roxbury Crossing Station and the MBTA Green Line Brigham Circle Station. Weekday orange line service runs approximately every 6 minutes during morning and even peak hours, while green line services runs approximately every 6- to 10-minutes during morning an evening peak hours. Weekend service runs every 10- to 12- minutes for both lines.

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

5.5 Parking

The Boston Transportation Department (BTD) has established parking space guidelines throughout the City to establish the amount of parking supply provided with new developments. BTD's maximum parking ratio guidelines for this neighborhood location of the City are 0.50 to 1.0 parking spaces per residential unit. The Proposed Project will provide 10 parking spaces within an on-site parking garage for the 18 residential units, which corresponds to a parking ratio of approximately 0.56 spaces per residential unit. The Project's parking supply is consistent with the City's guidelines and is appropriate given its convenient location with respect to the availability of numerous public transit alternatives.

The Proposed Project will also provide residents and building tenants with access to a secure covered bicycle storage room accommodating 20 bicycles. The bicycle room will have direct access onto Faxon

Street. In addition, the Proposed Project will also provide exterior bicycle racks near major building entrances accommodating up to 6 bicycles.

5.6 Shared Cars

Car sharing, predominantly served 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 3 car sharing locations (with a total of 4 vehicles) located within about a quarter-mile radius of the Project Site.

5.7 Conclusion

The 1467 Tremont Street project is a transit oriented developed, conveniently located within close walking distance to numerous public transit alternatives. The project site is located adjacent to MBTA Route 66 bus service and is within close walking distance to several other MBTA bus routes, Orange Line rapid transit service at Roxbury Crossing Station, and Green Line rapid transit service and MASCO shuttle bus service at Brigham Circle.

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

On-site parking provisions are consistent with BTDC's parking guidelines, which allow a maximum of 0.5 to 1.0 spaces per residential unit, and with the City of Boston Bicycle Parking Guidelines.

6.0 INFRASTRUCTURE SYSTEMS

6.1 Introduction

The Proponent’s engineer has consulted with the agencies responsible for the area’s utility systems, including the Boston Water and Sewer Commission (“BWSC”), to ensure the availability of utilities to serve the Proposed Project. Electric, gas, and telephone and cable service are also available to the Project Site and will be coordinated with the appropriate utility as the design is further advanced.

The existing utilities in the adjacent streets have adequate capacity to serve the proposed Project. The proposed water, sewer and drain connections comply with BWSC requirements. The Stormwater Management System is designed to infiltrate the roof stormwater runoff into the ground in accordance with BWSC’s and DEP Storm Water Management policy including ground water storage and infiltration requirements. Erosion and sediment controls using straw waddles and or siltation fence will be implemented during construction.

6.2 Sewer System

The Proposed Project will have an estimated daily sewage flow of approximately 2,730 gallons per day (gpd) as detailed in **Table 6-1** below. The sewer line will exit the project at the northeast corner of the site and will connect to the existing sewer line in Faxon Street. We estimate that the existing sewer line has 400,000 GPD capacity. See also **Figure 6-1. 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 6-1: 1467 Tremont Street-Sewage Flow		
Proposed Project		
<i>Building Use</i>	<i>314 CMR 7.00 Sewage Flow Estimates</i>	<i>Estimated Flow</i>
24 Bedrooms	110 gallons/bedroom	2,640± gpd
1,800± s.f. Retail	50 gpd/1,000 sf	90± gpd
TOTAL		2,730± gpd

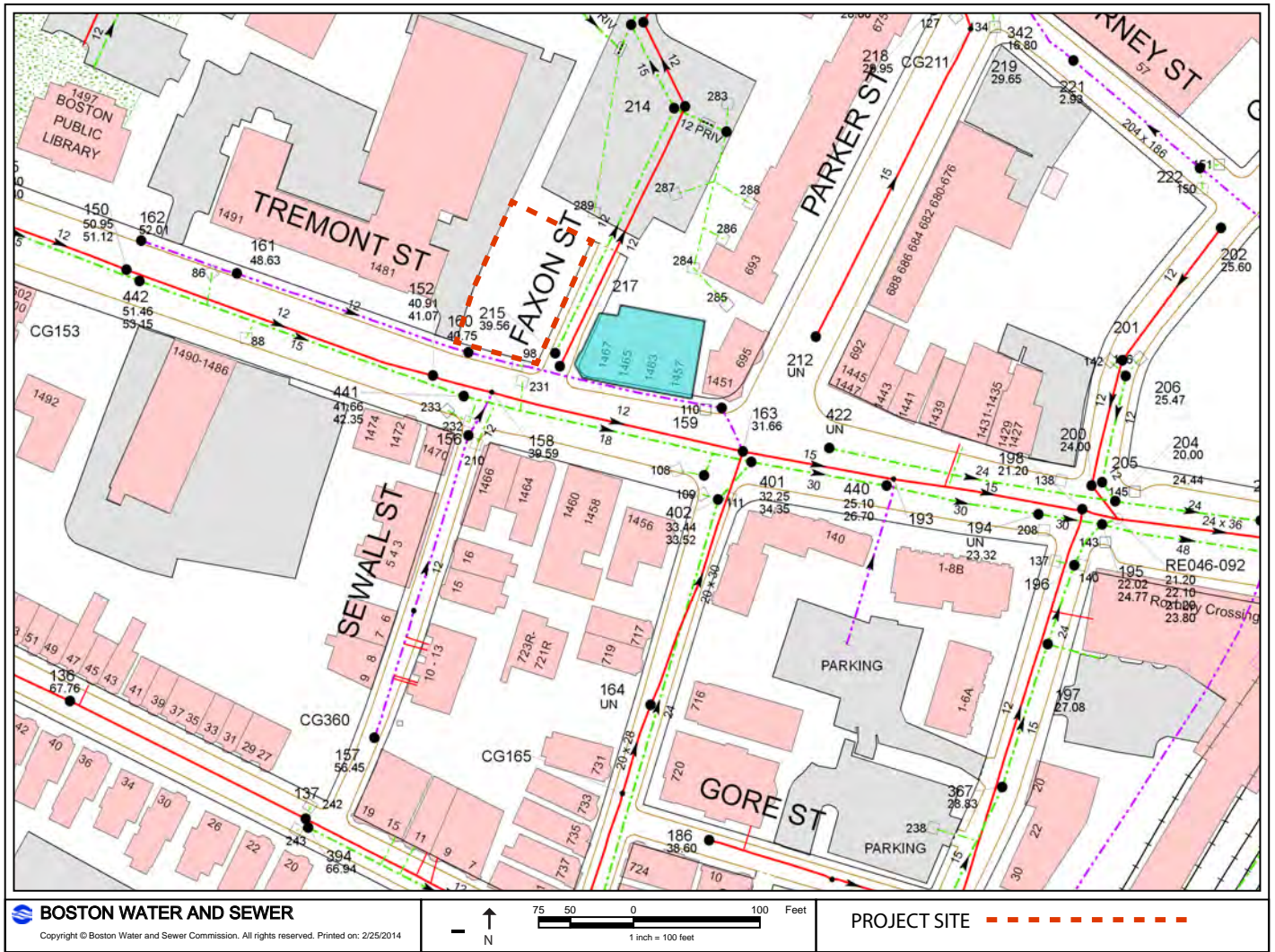


Figure 6.1
BWSC Sewer System Map

6.3 Water Supply System

The water demand for the Proposed Project is projected to be approximately 3,003 gpd. A conservative factor of 1.1 is applied to the average daily wastewater flows to estimate an average daily water demand to account for system losses, irrigation and consumption. The water will be supplied by the BWSC. A new 2" water service will be brought to the site from the existing 12" water main located in Tremont Street. We estimate the capacity of this services to be 1200 GPM. See also **Figure 6-2. BWSC Water System Map.**

6.4 Stormwater

Stormwater runoff from the roof of the proposed building will be collected in an onsite infiltration system and discharged to the existing storm drain in Faxon Street. Runoff from the driveways entering and exiting the site, and from parking areas, will be collected, routed through catch basin with hood and deep sump to remove silt and sediments prior to being discharged, with storage for 1" runoff and infiltration before overflow to the city storm system. The drainage system is designed in accordance with the State Stormwater Policy Handbook.

The contractor will be responsible for erosion and sediment controls, which will be established before the start of construction. The controls are expected to include street sweeping and the use of catch basin filters. The contractor will also control wind and dust. Dust control may include providing stabilized ground cover and sprinkling water on exposed soils. 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.

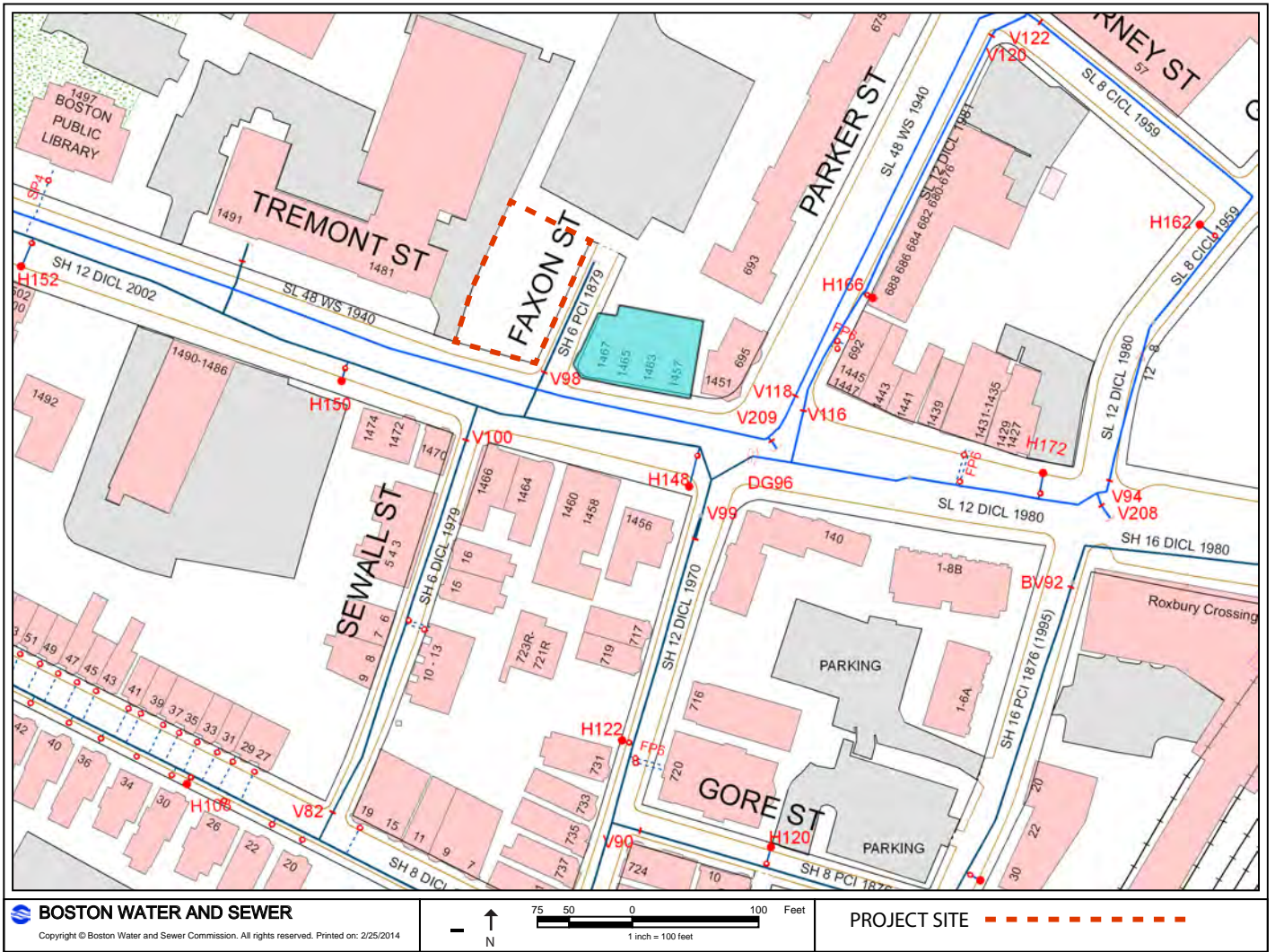


Figure 6.2
BWSC Water System Map

6.5 Coordination with BWSC

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

- 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 are 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 area will be collected by trench drains connected to oil - grease separator which is connected to the sanitary sewer.

6.6 Anticipated Energy Requirements

6.6.1 *Electrical Requirements*

NSTAR provides electric service in the City of Boston. It is anticipated that electric service can be provided by NSTAR. Electric power supply design, and any upgrades that may be required, will be further coordinated with NSTAR as the design progresses.

6.6.2 *Natural Gas Requirements*

National Grid provides natural gas service in the Project area. According to the BWSC's As-Built Plan, "Installation of Storm Drain, Sanitary Sewer and Water Pipes in Jamaica Plain", dated September 26, 2003 (Plan #Z113-82), there is an existing 4-inch gas line in Tremont Street.

It is anticipated that there is an adequate supply of natural gas in the area. To the extent possible, energy-saving measures will be incorporated into the building design and construction. Any upgrades will be coordinated with National Grid.

6.6.3 Steam

The Proposed Project is not expected to use steam.

6.6.4 Telephone Systems

Verizon provides telephone service in the Project area. There is overhead and underground telephone service in the area. It is anticipated that telephone service can be provided by Verizon. Any upgrades will be coordinated with Verizon.

6.6.5 Cable Systems

Comcast and RCN provide cable service in the Project area. Cable lines already exist on the overhead wires and underground service in the Project area.

It is anticipated that Comcast and/or RCN can provide service to the Project site via underground facilities. Any upgrades required to the service will be coordinated with the service provider.

6.7 Street Lighting

Existing street light conduits and streetlights are owned, operated and maintained by the Boston Public Works Department, Street Lighting Division. The Proponent does not anticipate any modifications to the existing system will be required.

6.8 Utility Protection During Construction

Protection of BWSC water, sewer, and drain lines will begin before commencement of site work. The Proponent (or its construction contractor) will request that the locations of all existing water, sewer, and drainage lines be marked by BWSC. Excavation in the area of existing water, sewer, and drain lines will proceed with caution. Hand excavation will take place when excavation in the immediate area of pipe walls is required. BWSC will require additional protection measures if new pipes are to cross existing pipes.

The BWSC will require the Proponent to submit a General Service Application and a site plan for review prior to construction. The site plan includes existing water mains, sanitary sewers, storm drains, and proposed service connections.

7.0 COORDINATION WITH GOVERNMENT AGENCIES

7.1 Architectural Access Board Requirements

This Proposed Project will comply with the requirements of the Architectural Access Board. The Project will also be designed to comply with the Standards of the Americans with Disabilities Act.

7.2 Massachusetts Environmental Policy Act

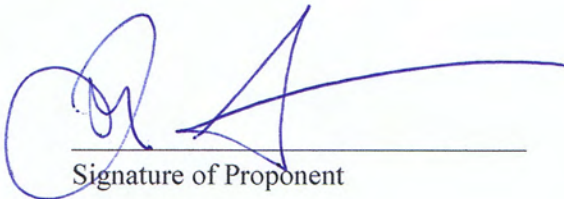
Based on information currently available, development of the Proposed Project is not anticipated to exceed a review threshold that would require MEPA review.

7.3 Boston Civic Design Commission

The Proposed Project is below the 100,000 gross square foot size threshold requiring automatic referral to the Boston Civic Design Commission for schematic review.

8.0 PROJECT CERTIFICATION

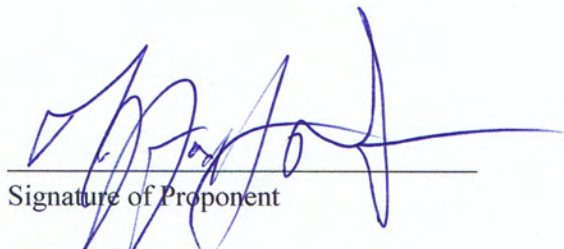
This SPRA form has been circulated to the Boston Redevelopment Authority as required by Article 80E of the Boston Zoning Code.



Signature of Proponent

Jason Savage
Trellis Group, LLC

3/26/14

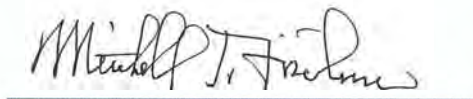


Signature of Proponent

Mitchell Wilson
Trellis Group, LLC

5/26/14

Date



Signature of Proponent's
Representative

Mitchell L. Fischman, AICP
Mitchell L. Fischman Consulting LLC

3/26/14

Date

