



Article 80 Small Project Review Application  
**9 Burney Street**  
Mission Hill, Boston, MA

utile

NEWURBAN  PARTNERS  
COMMERCIAL DEVELOPMENT



Attn: Director Brian Golden  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Dear Mr. Golden:

New Urban Partners, LLC is pleased to introduce you to our team and our proposed mixed-use project at 9 Burney Street in the Mission Hill neighborhood of Boston. This will be our fourth new building along Tremont Street and an exciting project that we feel will bring even more vitality to the neighborhood's main street.

Since 2004, New Urban Partners has been rehabilitating and developing historic, mixed-use and commercial properties in the Mission Hill, Beacon Hill and Financial District neighborhoods of Boston. New Urban Partners' approach to development is focused on creating remarkable projects by both rehabilitating historic buildings as well as constructing new buildings that support the unique character of the neighborhood's in which we work. The company develops, owns and manages its projects as long term investments.

The mixed-use proposal is for 31 new residential units for rent, 1,900 SF of ground floor restaurant space, 6 garage parking spaces, and the creation of a public Laneway that will provide a unique, new outdoor open space for the community, businesses and residents use. The project site is made up of a parking lot and a triple decker with a detached single story storage building. The Proposed Project will introduce a street wall along Burney Street with active ground floor restaurant space. The new residences will provide for much needed housing in Boston. 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 proposed project will be seeking zoning relief from the Board of Appeals. We have included in this small project review application the specifics of the proposed project to show its context in the neighborhood and list key benefits. On behalf of the entire project team, we look forward to working with the BPDA as we refine the project and work toward approval.

Should you have any questions, please feel free to contact me or Michael LeBlanc of Utile, Inc.

Best regards,



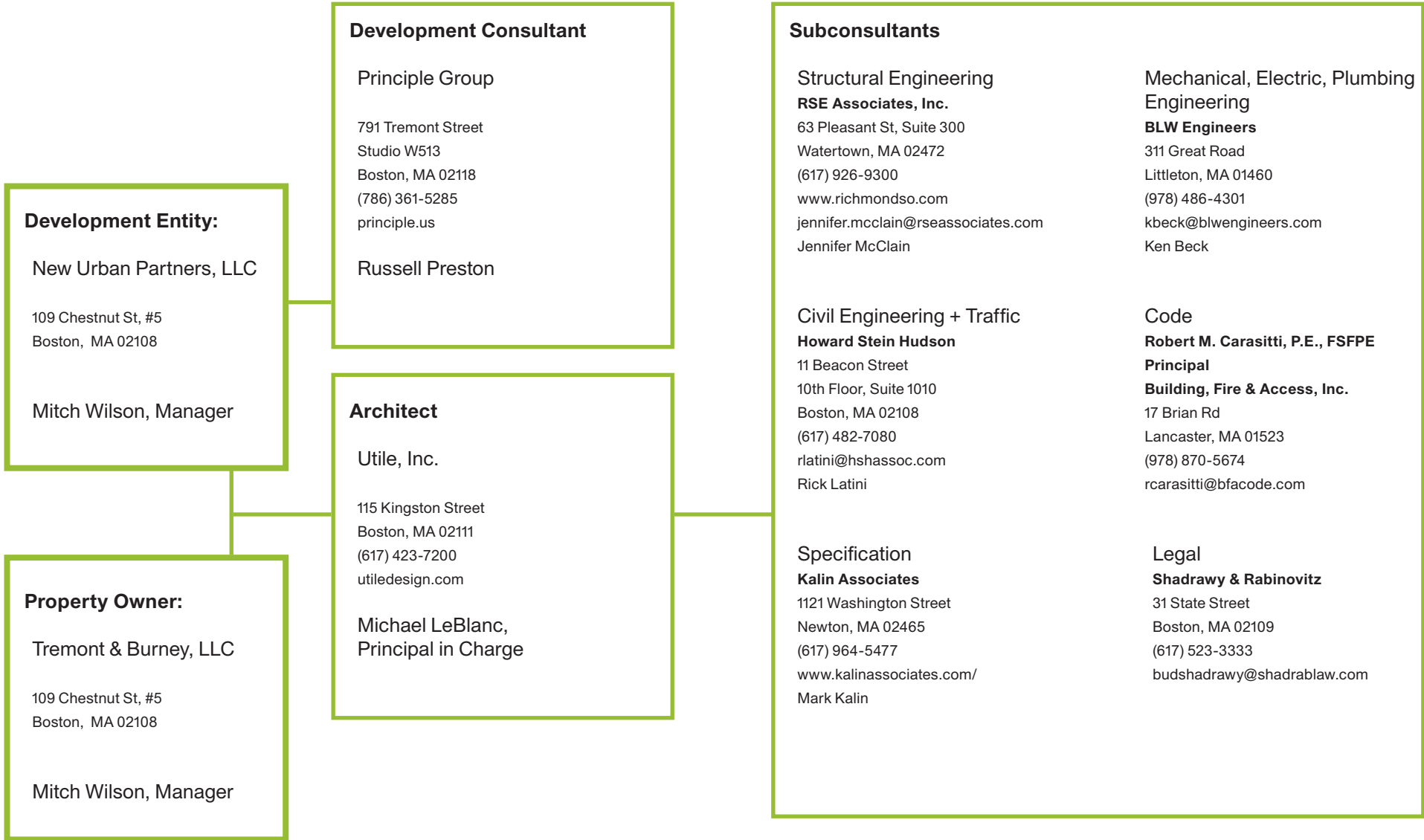
Mitch Wilson, Manager

New Urban Partners

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# Development Team



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Mitch Wilson, Manager

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# Project Narrative

## Project Overview

The proposed 9 Burney Street building and Laneway will contribute greatly to the ongoing improvements of Mission Hill's main street with the creation of a unique new Laneway as well as additional neighborhood-oriented restaurant space. We aim to construct a five-story (with a recessed sixth-floor penthouse) mixed-use building that combines retail and 31 residential rental units, four of which are affordable units in compliance with the City's inclusionary development policy. In addition to providing affordable units, the project will help offer a market-rate solution to Boston's challenges of low vacancy rates and escalating rents, specifically through the introduction of varied apartment sizes and configurations.

This will be our fourth new building constructed along Tremont Street in Mission Hill and this location is especially critical because it has the opportunity to create a unique new outdoor space that can benefit the neighborhood and surrounding small businesses. We plan to create a new Laneway that will become a publicly accessible outdoor space accessible from Burney Street and Carmel Street. Not only will this new space be accessible to the public, but it will provide much needed outdoor seating for existing retail and restaurant businesses located along Tremont Street. We are working with these existing tenants to improve their spaces to take advantage of the Laneway and to maximize the benefit of this new outdoor space to their respective small businesses.

The 9 Burney Street building will consolidate the trash and recycling operation from the existing buildings at 1508 Tremont St. to 1522 Tremont St. by creating trash and recycling rooms inside the new building which will greatly improve the daily operations and cleanliness of this block. Loading will be provided from Burney Street and management of the Laneway will be centralized to ensure the outdoor space is enjoyable to all during business hours and clean and safe after hours. This project is a transit-oriented development and will provide an appropriate number of automobile parking space and ample bicycle parking to primarily support this as a transit-oriented place to live.

## Design Vision

The site sits within the Mission Hill neighborhood of Boston and will be considerate of input from the community as we navigate the design process. The immediate context varies widely in its architectural style and era. Much of the neighboring properties are residential. As such, the facades of our building are driven by factors ranging from historic references to urban scaled responses, to adjacent conditions as well as more sustainable criteria such as maximizing the benefits of the sun. The unit interiors are intended to be open plans with generous light and air to create exceptionally livable homes for the residents.

## Materiality

Historically, Tremont Street has been an architectural line of demarcation between Boston's brick masonry buildings and its wood framed "streetcar" neighborhoods. Brick tends to be the material of the buildings along Tremont Street while the wood-framed buildings tend to populate the ladder streets which branch off from Tremont Street. In response to our specific local condition, we are proposing a two-part design with the brick on the facades that are most visible to Burney Street and the Laneway sides of the building and a lighter panelized facade system on the sides of the building which are most proximate to the nearby wood-clad buildings. The decision to use brick is specifically intended to elevate the overall material quality of the facades while signifying the retail uses on our ground floor and to continue the tradition of brick that is found throughout the structures on Delle Avenue just to the south of the site. The detailing on these facades will pick up on the nuances, depth, and shadow play of the historic buildings nearby. At the ground level retail and lobby, the building will have a more transparent base appropriate for those more public uses. Above the base on Burney Street and over the Laneway we are proposing Juliet balconies which will serve to activate the outdoor spaces around the building and encourage more life on the street. The sixth-floor penthouse will be set back from the face of the lower floors to creatively reduce the overall scale impact of the building and clad in a panel material.

### Scale

The older historic buildings in the neighborhood range from three families to larger multi-family buildings to schools, civic buildings, and the cathedral. As such the scale shifts in the neighborhood are often hard to bridge. Frequently smaller residential buildings are ganged together by party walls creating the look and feel of much larger buildings. More recently newer buildings of a larger scale have been proposed and built in close proximity to the project site. We are proposing a building that will have four floors of residential units and a penthouse with residential units and a common community room over a ground floor retail/lobby base. The sixth-floor penthouse is set back from the perimeter of the building. Our site is also on the lower slopes of the Mission Hill which rises to the south of our project putting the neighboring upslope buildings on a higher footing than our building. The second-floor windows have Juliet balconies just above the sidewalk and Laneway. This feature presents a welcoming pedestrian scale to the parts of the building which interface most with the public realm. The scale of the proposed building is consistent with the newer development in the neighborhood and bridges the scale gap between the historic residential buildings and the historic institutional buildings.

### Increase of Open Space & Landscape Design

The project proposes a beautifully designed outdoor space at grade which we refer to as the “Laneway”. This area will provide 2,853 square feet of new privately maintained open space that will provide space for seating and other activities that will help to make this a memorable and, ideally, loved outdoor space for the neighborhood to use. The Laneway, along with other proposed support spaces and infrastructure will transform spaces which were formerly “back of house” into an attractive shared amenity in the neighborhood. The Laneway will use permeable pavers and strategically placed planters to help with stormwater runoff and to make the Laneway feel lush. The project includes a rooftop terrace which will be accessible to building residents as well as rooftop terraces with a planted area and green walls. Plant selections will carefully consider our climate and region to reduce the overall need for irrigation.



# Project Narrative

## Laneway Placemaking

The project team has a vision for the Laneway becoming a truly shared space. The addition of this new space to the fabric of the neighborhood offers the community a unique opportunity to create an additional place for activities to take place that might not otherwise be found in the neighborhood today. Our team has extensive experience in multiple facets of creating compelling outdoor spaces. Our hope is that the Laneway can contribute new and unique experiences to the Mission Hill neighborhood establishing a new destination to further enhance the existing neighborhood open space network including Fitzgerald Park, Gibbons Playground, “The Yard” at the Tobin Community Center, and others. We do envision several of our existing retail tenants adjacent to the Laneway, such as Milkweed Cafe and Crispy Dough Pizza, taking advantage of this new space by providing outdoor seating, but we also aspire to create a place for children to play, a place to read a book or enjoy a coffee or doughnut, a place to visit with friends on a warm summers day, and a place that compliments all of the existing parks, plazas, and space that currently existing in the neighborhood.

We are planning to centrally manage the Laneway so that the use of it is coordinated and that it is clean and free of litter. We will also be partnering with our retail tenants so that they may utilize the space in a collaborative fashion to ensure that all are welcome and that the logistics of daily operations can be coordinated easily. We know that creating a clean and safe space is essential to good placemaking, but in addition to that, we want the Laneway to have an image that the citizens of Mission Hill will enjoy. With that in mind, we are exploring partnerships with local artists to establish the Laneway as a platform for the display of sculpture and public art.

## Mobility

The proposed Project does not require a transportation study. Nevertheless, the project team has engaged Howard Stein Hudson (HSH) to review the Project’s transportation impacts. The proposed Project is not expected to generate a substantial number of new vehicle trips due to the relatively small

size of the Project and the transit-oriented nature of the development, which will exhibit high transit and walk mode shares. Therefore, the Project will have little impact on the surrounding transportation infrastructure as well as improve automobile travel in the vicinity of the site by reducing the vehicle trips through the removal of the existing parking lot.

## Parking

In keeping with Transit Orient Development principles, the project proposes to limit on-site parking in support of walking, biking, and public transit. The project’s parking supply is considered appropriate given the proximity of the site to the Roxbury Crossing Orange line and Brigham Circle Green Line stations which are less than a five and seven-minute walk respectively.

## Loading

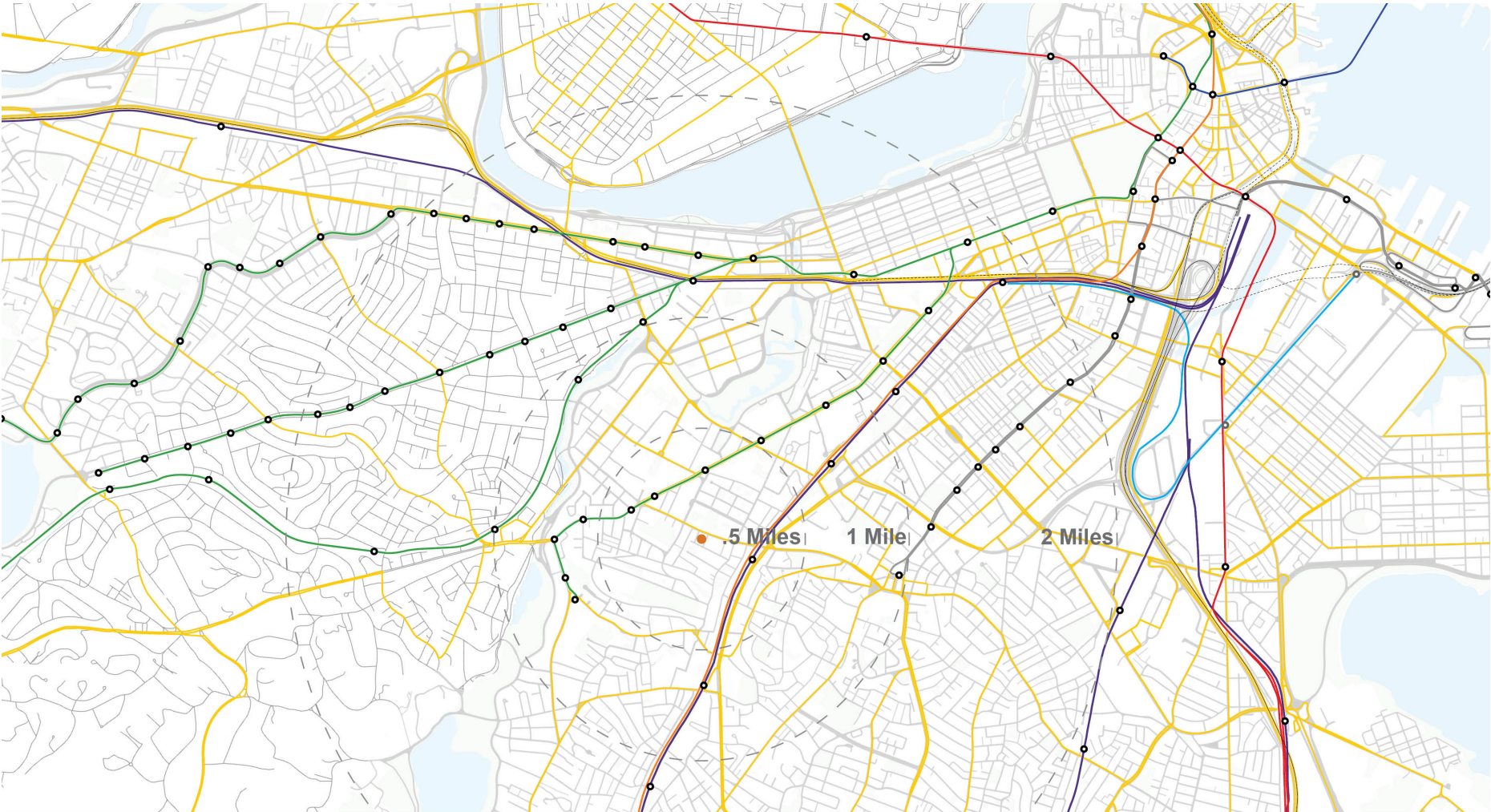
For the proposed residential and commercial units, all loading operations will occur on Burney Street. Management of loading, move-ins, and trash/recycling pick up will be centrally managed by the building’s management company.

## Article 85 Demolition Delay

The development at the Project Site will entail the demolition of 11 Burney Street. The current site contains a wood-frame 3-Family Dwelling and a one-story cement block storage building. The demolition of these existing structures will proceed in accordance with Article 85 of the Boston Zoning Code.



# Proximity to Public Transportation



# Public Benefits

## **Affordable Housing**

The project is pleased to do its part in offsetting the rising costs of housing in the city by creating 4 affordable units in compliance with the City's inclusionary development policy.

## **Increase of retail space**

The project will include approximately 1,900 square feet of retail space with the intention of working with a restaurant operator to create a neighborhood-oriented restaurant that compliments the existing merchants on the block. Because the project sits on a stretch of Tremont Street that has single-sided retail, it is important to the success of all the retail on this block to create a critical mass of activity which will establish this block as a destination for dining in the community.

## **Public Life**

The design of the street level facades and the creation of the Laneway will enhance the public life on the street by adding lighting and additional activity which is an important walking connection from Delle Avenue and the southeast areas of Mission Hill to Brigham Circle. The proposed project will transform an underused parking lot into an active and well-maintained component of the public realm. In addition to the retail and laneway, the project will have a residential lobby facing onto Burney Street which will be the primary point of entry for the residents. The garage entrance will consist of a single roll-up garage door with fritted glass panels that can be backlit to create an attractive appearance.

## **Transit Oriented Design**

The project will take full advantage of its proximity to public transit and is within close range of a host of bus lines, Zipcar locations, Hubway locations, and MBTA Stations. The site is approximately 940' from the MBTA Roxbury Crossing Orange Line and just slightly more to the Brigham Circle Green Line stations. The site is very proximate to Southwest Corridor Park, which provides off-street bike and walking paths leading to downtown. The project will provide ample bicycle storage for both tenants and guests of the site

allowing for sustainable alternative modes of transportation to and from the site. It is situated in a highly pedestrian-friendly location and therefore an ideal site for multifamily housing with limited dependence on automobiles. All of this will reduce overall trips generated from the site and reduce pressures on the busy traffic moving along Tremont Street. (see Appendix A)

## **Design Excellence**

Our team has a well-established history of providing quality design and construction in this neighborhood. We plan to continue this tradition at 9 Burney Street. Our team is committed to successfully combining appropriate respect for the existing historic context while producing innovative, "design forward" solutions which extend from the building interiors to the facades and the Laneway. We hope to be a leader in the exciting architectural dialog that is emerging in this area of Boston.

## **Sustainable Design/LEED**

The project team is well versed in providing high efficiency, low energy use buildings throughout the city. The proposed design will meet the Massachusetts Stretch Energy Code as well as the city's LEED Silver Certifiable requirement. The site's unique location provides inherent sustainability benefits. Density, proximity to public transit, stormwater mitigation, bicycle storage are all part of the site design. The heating and cooling energy demands will be reduced through high-performance insulation strategies, carefully selected glass specifications, a local cogeneration system, and reduced water use fixtures as well as water reclamation systems for landscaping use. Indoor air quality will be controlled through the use of an energy recovery ventilators providing tempered outdoor air. Urban heat island effect will be mitigated through the use of lighter colored roofing materials.

## **Centralized Trash Service**

Currently, the rear alley behind the Tremont Street buildings of the 1500 Block is used as trash, cooking oil, and recycling service areas for the restaurants and residential tenants of these buildings. The proposed project will create a series of ventilated trash rooms that will house these operations and greatly

reduce litter, visual clutter, pests, and other various management issues related to the outdoor storage of waste and recycling. This reorganization of existing operational inefficiencies from multiple neighboring buildings is a valuable contribution to the overall look and feel of the neighborhood.

### **Construction Management**

The following section describes the steps that will be taken to avoid or minimize environmental and transportation-related impacts. The Proponent will employ a construction manager who will be responsible for developing construction phasing, staging, and logistics plan and for coordinating construction activities with all appropriate regulatory agencies. The purpose of this logistics plan will be to minimize construction impacts, road closings, deliveries, etc. at large. The construction manager will designate a project representative responsible for fielding questions or concerns that arise from neighbors as well as providing a weekly e-mail update to neighbors.

### **Construction Activity Schedule**

The construction period for the Proposed Project is expected to last approximately 14 months, beginning in the 2nd Quarter 2018 and reaching completion in the 3rd Quarter 2019. The City of Boston Noise and Work Ordinances will dictate the normal work hours, which will be from 7:00 AM to 6:00 PM, Monday through Friday.

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy establishes that the elimination of rodents is required for issuance of any building permits. During construction, rodent control service visits will be made by a certified rodent control firm to monitor the situation.

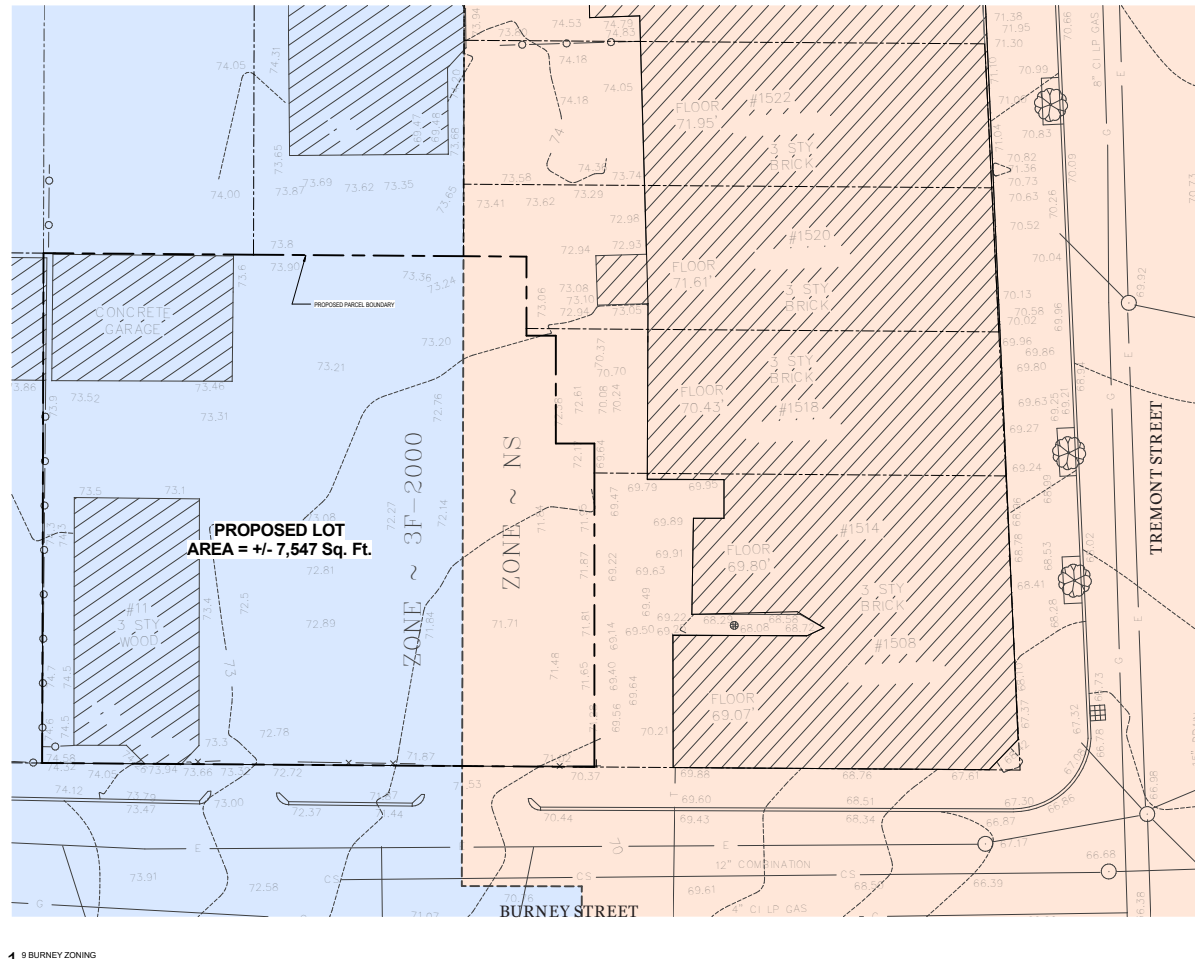


# Zoning Analysis and Relief Required

Dimensional Regulation	As-of-Right Condition in 3F-2000	As-of-Right Condition in NS	Proposed Condition	Zoning Relief Required
Min. Lot Size	None	None	N/A	None
Min. Lot Area per Dwelling Unit	2,000 sq.ft. for up to 3 units; 1,000 sq.ft. for each additional unit	None	239 sq.ft. per unit	Variance
Min. Lot Width	25 ft.	None	Approx. 92 ft.	None
Min. Frontage	25 ft.	None	Approx. 92 ft.	None
Max. Floor Area Ratio	1.0 FAR	2.0 FAR	3.68 FAR	Variance
Max. Building Height	3 Stories, 35 ft.	45 ft.	65'3"	Variance
Min. Usable Open Space per Dwelling Unit	400 sq.ft. per unit	50 sq.ft. per unit	Approx. 97 sq.ft. per unit	Variance
Min. Front Yard	5 ft.	None, existing building alignment	None	Variance
Min. Side Yard	5 ft.	None	5'5"	None
Min. Rear Yard	20 ft.	20 ft.	11'3"	Variance
Min. Number of Spaces	1 space per market rate residential unit; .7 spaces per affordable unit; N/A for restaurants with seating	1 space per market rate residential unit; .7 spaces per affordable unit; N/A for restaurants with seating	6 spaces	Variance

# Site Zoning

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# Anticipated Permits and Public Review Process

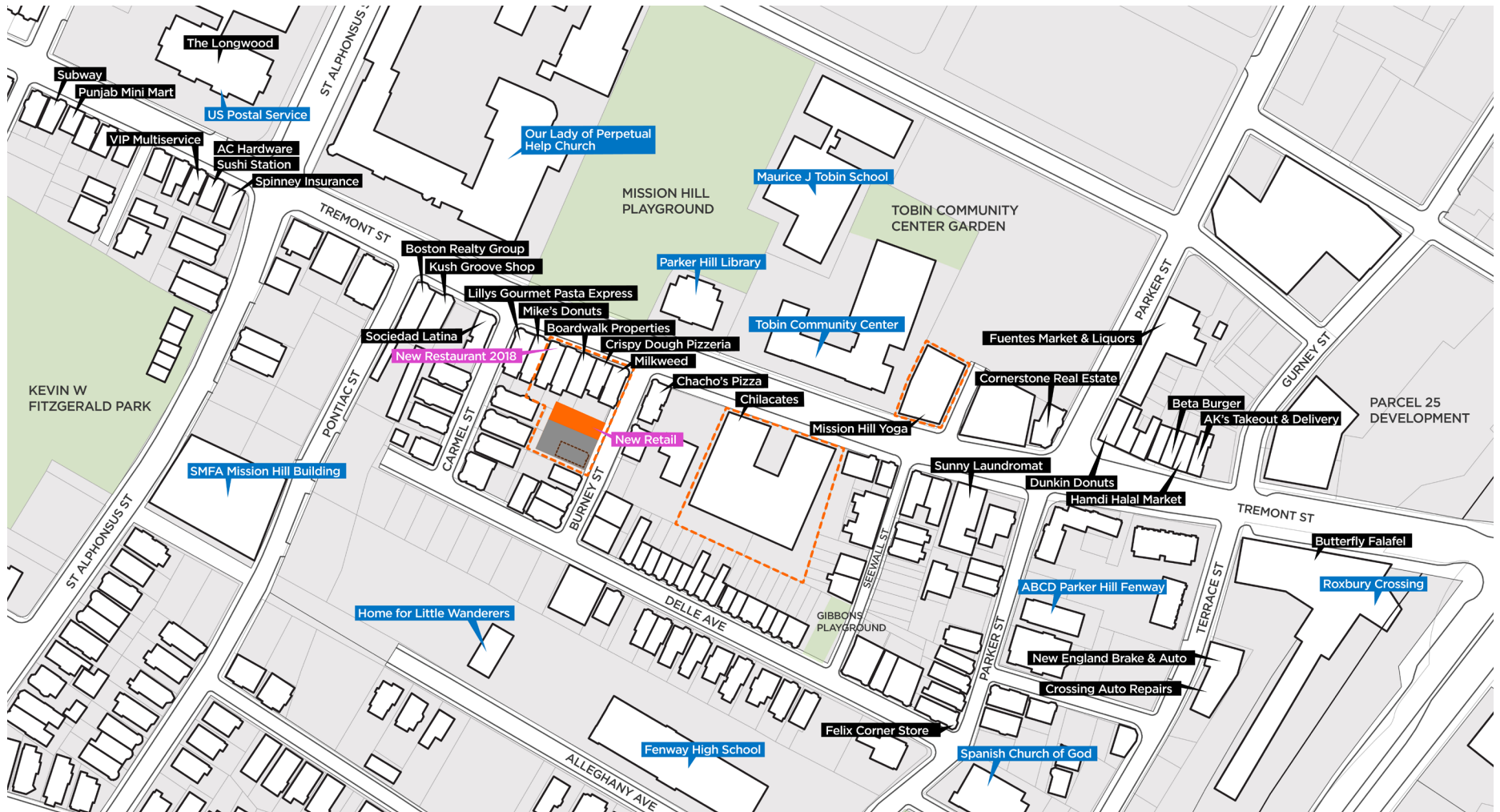
Pursuant to the requirements of Small Project Review under Article 80 of the Boston Zoning Code, the Proposed Project shall undergo further public comment and community process. Prior to submitting this Article 80 Application, however, the project team conducted extensive preliminary outreach with abutters and area residents. The project team is in the process of meeting with the applicable local elected and appointed officials as well as the local community groups. This application includes major project modifications and design changes which resulted from the input received through the preliminary outreach process.

The table below outlines the public permits and approvals that are anticipated to be required for the project.

Anticipated Permits and Approvals:

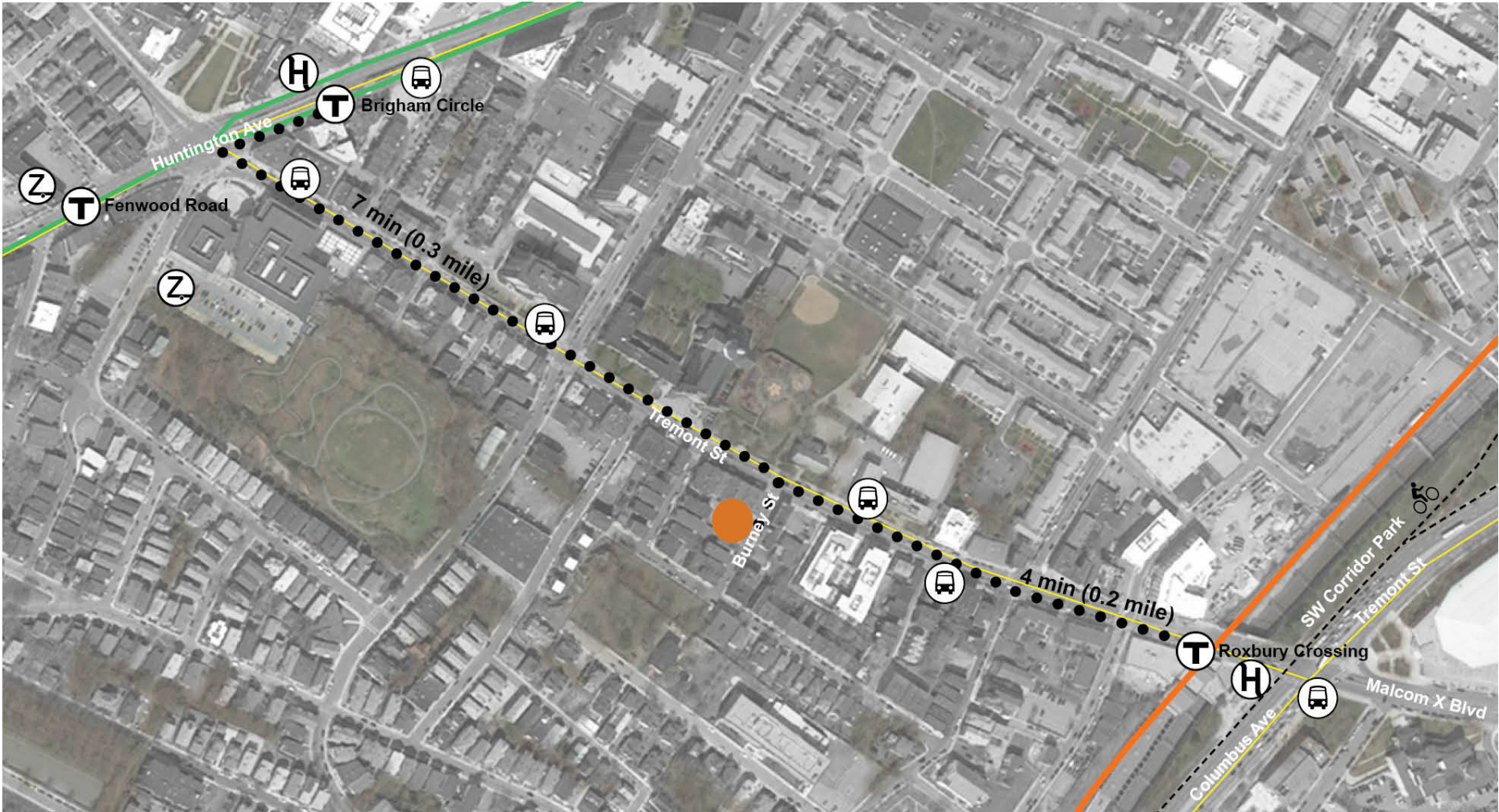
City Agency	Approval
Boston Redevelopment Authority (BRA)	Article 80 Small Project Review Application
Boston Transportation Department (BTD)	Construction Management Plan
Boston Water and Sewer Commission (BWSC)	Site Plan Approval for Water and Sewer
Public Improvement Commission (PIC)	Specific repair plan approval and Potential Discontinuance
Zoning Board of Appeals (ZBA)	Variances and Conditional Uses
Boston Landmarks Commission	Article 85 Demolition Delay

# Neighborhood Amenities

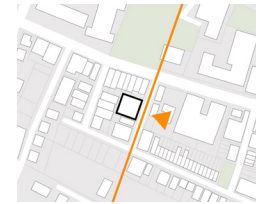


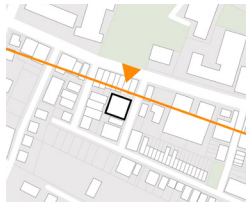


# Proximity to Public Transportation



# Site Sections





## Neighborhood Character



The Tremont, 1480-1482 Tremont St.



Valor, 1467 Tremont St.

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Our Lady of Perpetual Help Church, 1545 Tremont St.



1508 Tremont St.

## Neighborhood Character



Smith St.



Our Lady of Perpetual Help Church  
Rectory, St. Alphonsus St.



17 Burney St.



59 Delle Ave.



15 & 17 Burney St.



Tobin Community Center, 1481 Tremont Street

# Existing Conditions



9 Burney Street, Mission Hill, Boston, MA



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# Existing Conditions



# Unit Mix

## Level 2

Room Number	Bedrooms	Square Feet	Affordable
201	2	915	
202	2	861	
203	Studio	535	
204	1	651	
205	Studio	500	Yes
206	1	646	
207	Studio	495	Yes
NET TOTAL		4603	

## Level 3

Room Number	Bedrooms	Square Feet	Affordable
301	2	915	
302	2	861	Yes
303	Studio	535	
304	1	651	
305	Studio	500	
306	1	646	Yes
307	Studio	495	
NET TOTAL		4603	

## Level 4

Room Number	Bedrooms	Square Feet	Affordable
401	2	915	
402	2	861	
403	Studio	535	
404	1	651	
405	Studio	500	
406	1	646	
407	Studio	495	
NET TOTAL		4603	

## Level 5

Room Number	Bedrooms	Square Feet	Affordable
501	2	915	
502	2	861	
503	Studio	535	
504	1	651	
505	Studio	500	
506	1	646	
507	Studio	495	
NET TOTAL		4603	

## Level 6

Room Number	Bedrooms	Square Feet	Affordable
601	1	845	
602	1	644	
603	Studio	529	
NET TOTAL		2018	

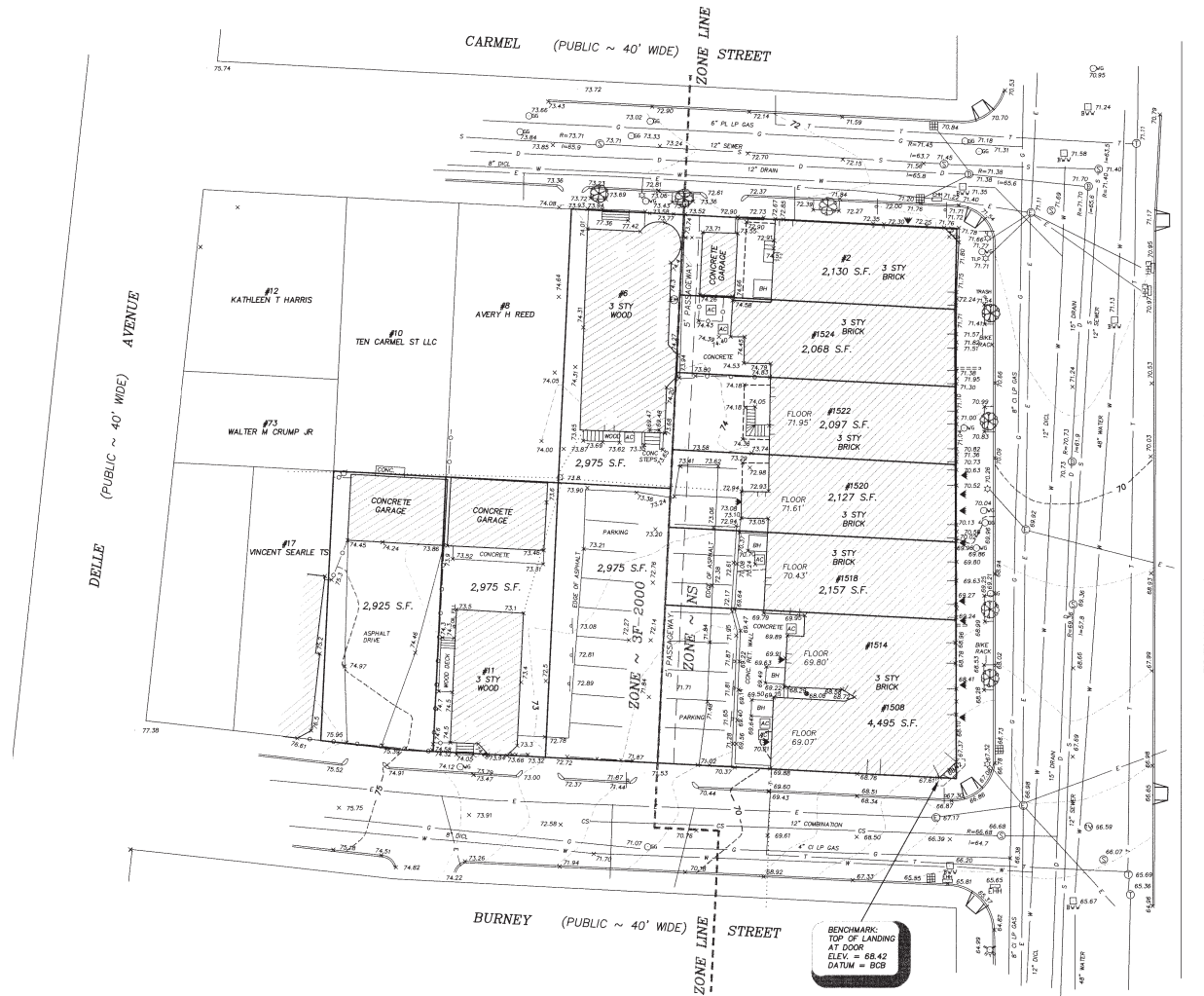
# Building Size

## Square Footage Summary

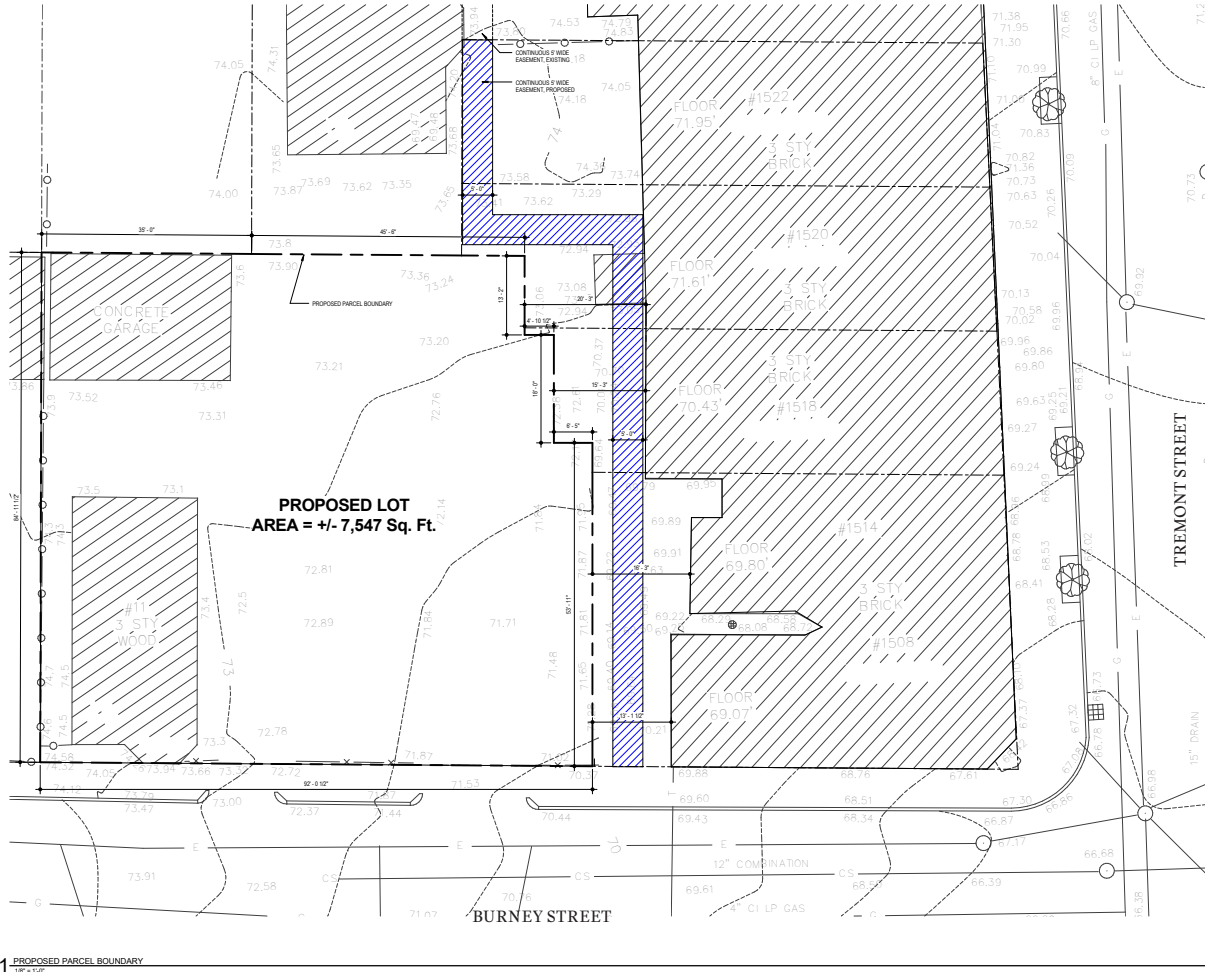
Ground	Retail & Core	2,682
Level 2	7 Residential Units	5,534
Level 3	7 Residential Units	5,534
Level 4	7 Residential Units	5,534
Level 5	7 Residential Units	5,534
Penthouse	Common Room, 3 Residential Units	2,961
Total Sq.Ft.		27,779

# Site Survey

The property shown lies within ZONE X (area outside 0.2% annual chance floodplain) as shown on FLOOD INSURANCE RATE MAP for the CITY OF BOSTON COMMUNITY 250286 PANEL NUMBER 78G WITH EFFECTIVE DATE OF SEPTEMBER 25, 2009



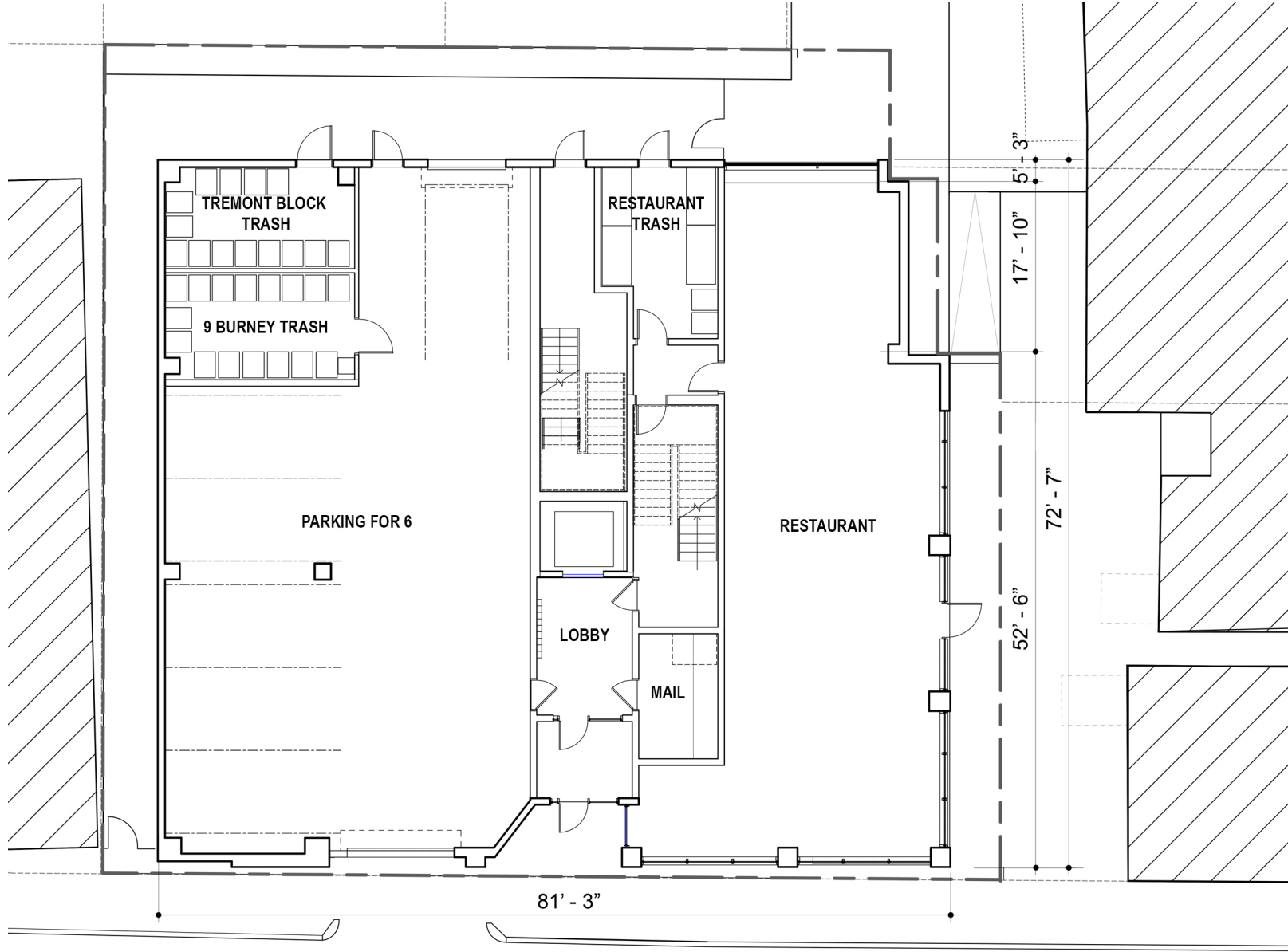
# Proposed Land Parcel



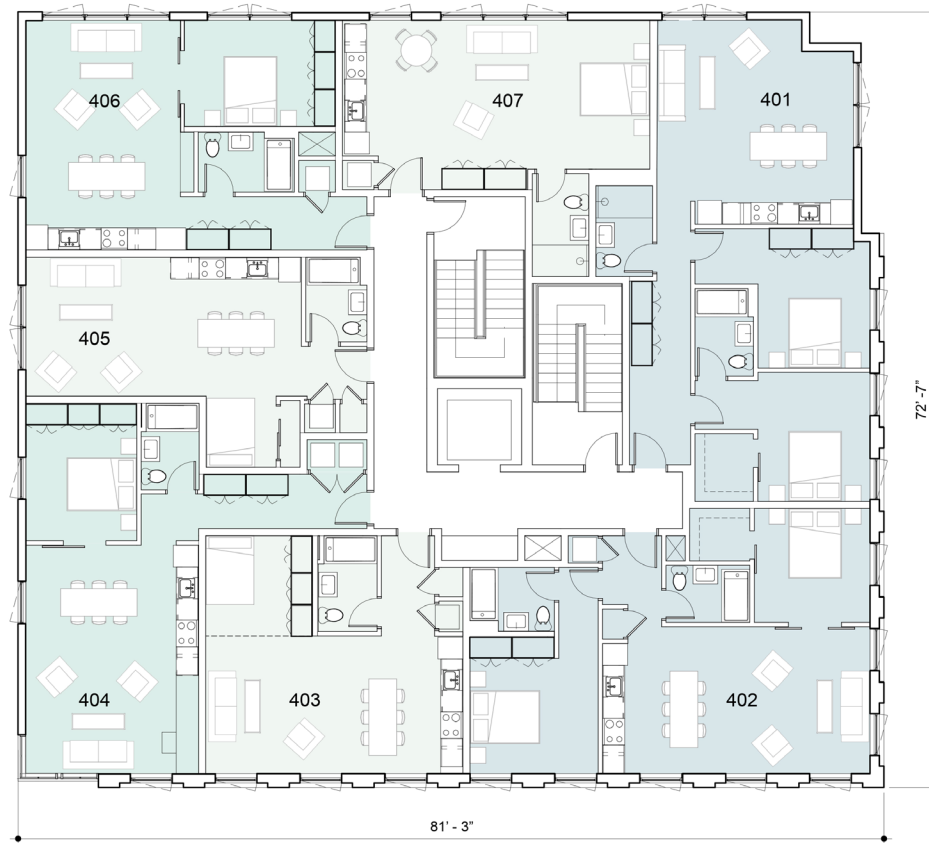
# Site Plan



# Ground Floor Plan

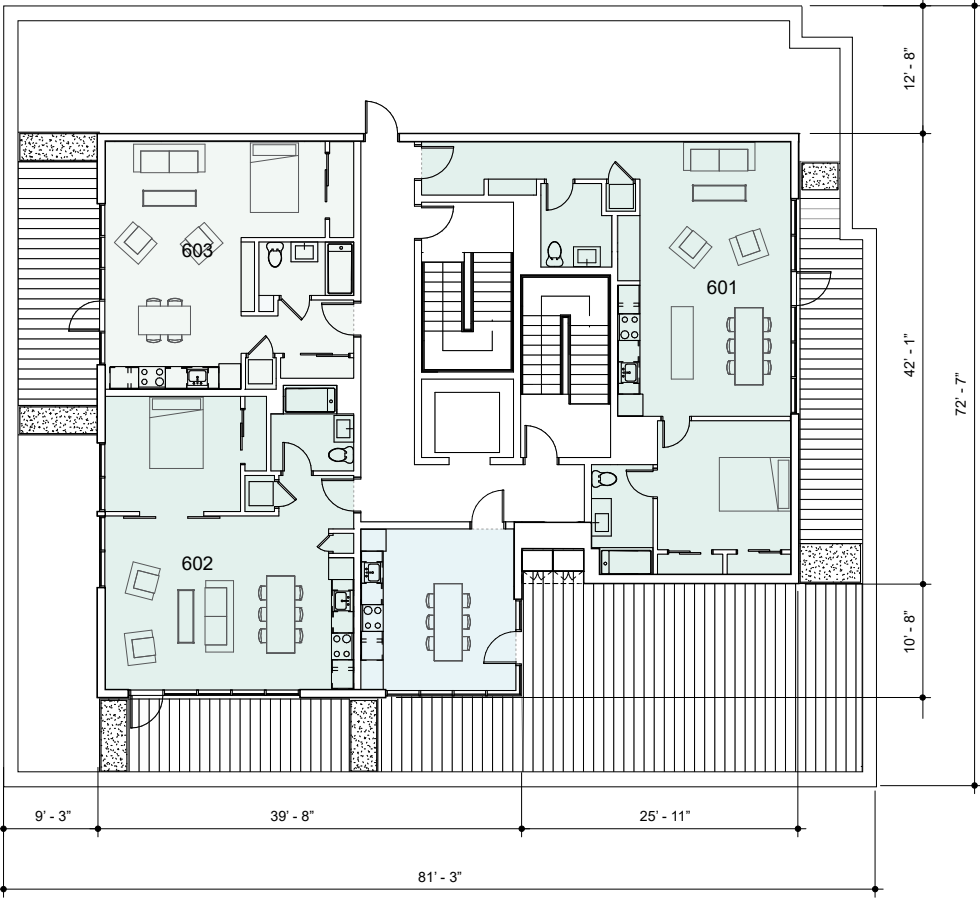


# Plan Floors 2, 3, 4, and 5

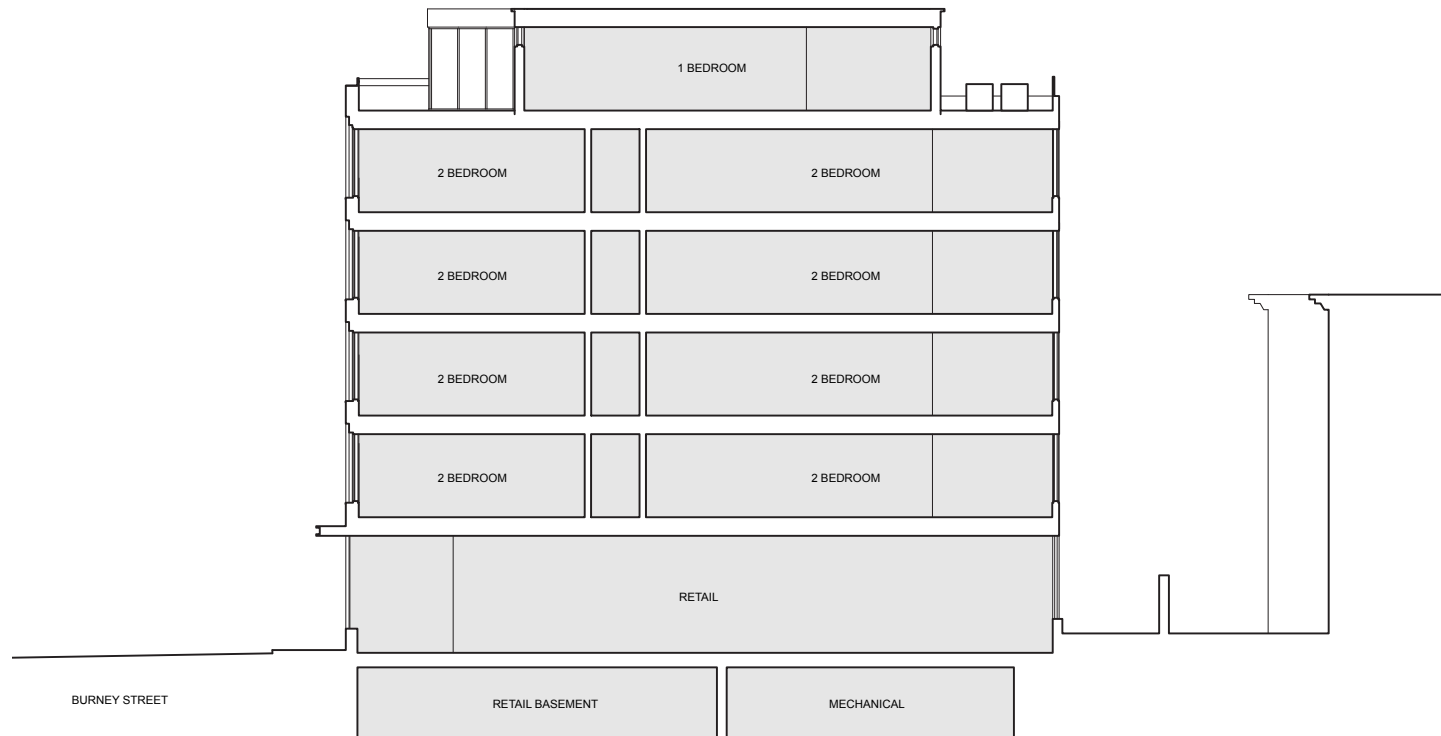


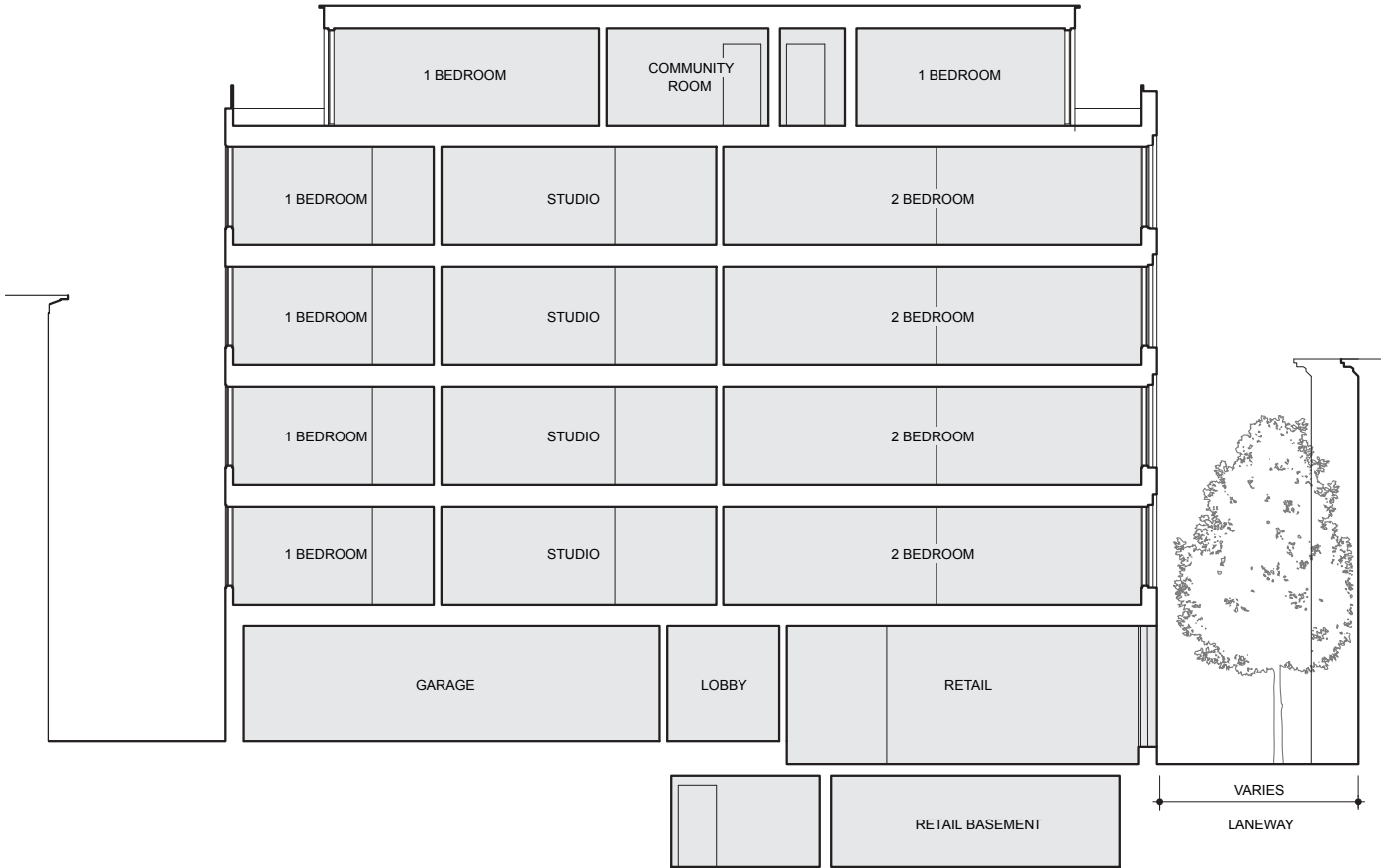


# Plan Floor 6



# Building Sections





# Elevations



East Elevation

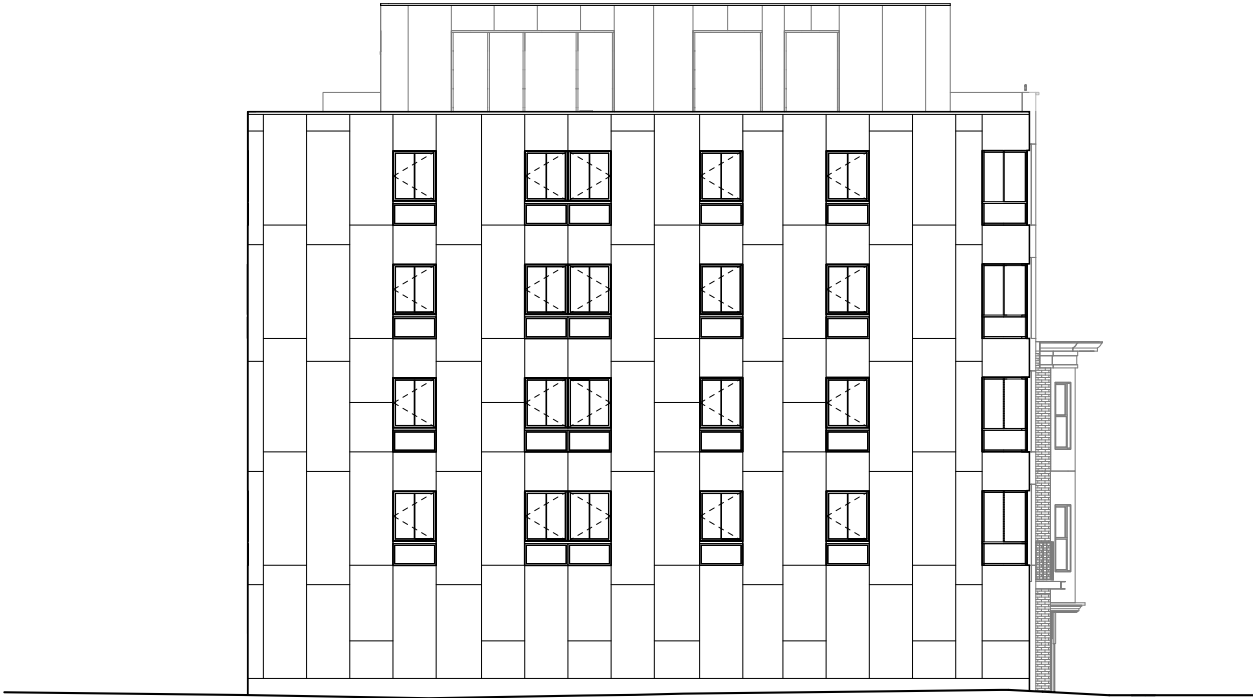


North Elevation

# Elevations



West Elevation



South Elevation



View looking up Burney St from Tremont St





View of Proposed Laneway



# Appendix A



# Transportation Fact Sheet

## 9 - 11 Burney Street Redevelopment

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### Project Description

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The proposed Project consists of the redevelopment of a surface parking lot at 9 Burney Street and the adjacent existing three-family property at 11 Burney Street in the Mission Hill neighborhood of Boston. The 9 Burney Street parcel currently serves as a 19-space parking lot used by non-residents with a permit and commercial tenants on Tremont Street. The proposed Project will eliminate this parking lot and existing parkers in the lot will be offered parking at nearby lots owned by the Proponent or they can seek parking elsewhere.

The proposed redevelopment will consist of a five-story building and a partial 6th floor with approximately 31 residential units, 1,900 square feet (sf) of ground floor restaurant/retail space, and a garage with six parking spaces and bicycle storage. The at-grade parking garage will be accessed from Burney Street. The redevelopment will eliminate a curb cut along Burney Street at the site and thereby create two (2) additional on-street parking spaces.

The Project will also utilize a segment of the lot area from the 1508-1518 Tremont Street buildings to create a new “Laneway”, which will provide a creative open public space around the existing and future retail uses. A site location plan is provided in **Figure 1**.

*Figure 1. Site Location*

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## Site Access

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The ground floor site plan for the proposed Project is provided in **Figure 2**.

### PEDESTRIANS

Primary pedestrian access to the residences will be provided by an entrance along Burney Street and an entrance in the ground floor parking garage. Pedestrian access to the restaurant/retail space will be provided along the Laneway, between the Project and the existing and future restaurant/retail uses on Tremont Street.

### VEHICLES

Vehicular access to the six-space parking garage will be on Burney Street. As noted above, a single new curb cut will replace the two curb cuts serving 9 - 11 Burney Street thereby creating two (2) new on-street parking spaces.

Loading and service activity, including deliveries, move-in and move-out (with appropriate BTD permit), and trash/recycling collection will occur curbside on Burney Street.

### BICYCLES

The proposed Project will provide 31 secure bicycle storage spaces for both residential and retail users in the rear of the building. The Project will also provide four additionally bicycle spaces for public use located at either curb of Tremont Street or within the design of the Laneway.

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## Transit Oriented Development

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As shown in **Figure 3**, the Project site is close to multiple modes of alternative transportation including public transit, bicycle share (Hubway) stations, and car share (Zipcar) locations. The availability of these choices and the on-going trend in reduced auto ownership support transit-oriented development (TOD) principles resulting in lower parking demands and fewer vehicle trips.

Current trends indicate that parking demand in Boston is decreasing in all neighborhoods and across all land uses. This is due to a variety of reasons but primarily involve shifting demographics, cost of parking and auto ownership, access to improved transit service, aggressive implementation by the City of on-street bicycle facilities (bike lanes, cycle tracks), the advent of both car sharing (Zipcar) and bicycle sharing services (Hubway), rise in ride sharing services (Uber, Lyft), and the general social and environmental concerns of car ownership and use.



Figure 2. *Proposed Ground Floor Plan*

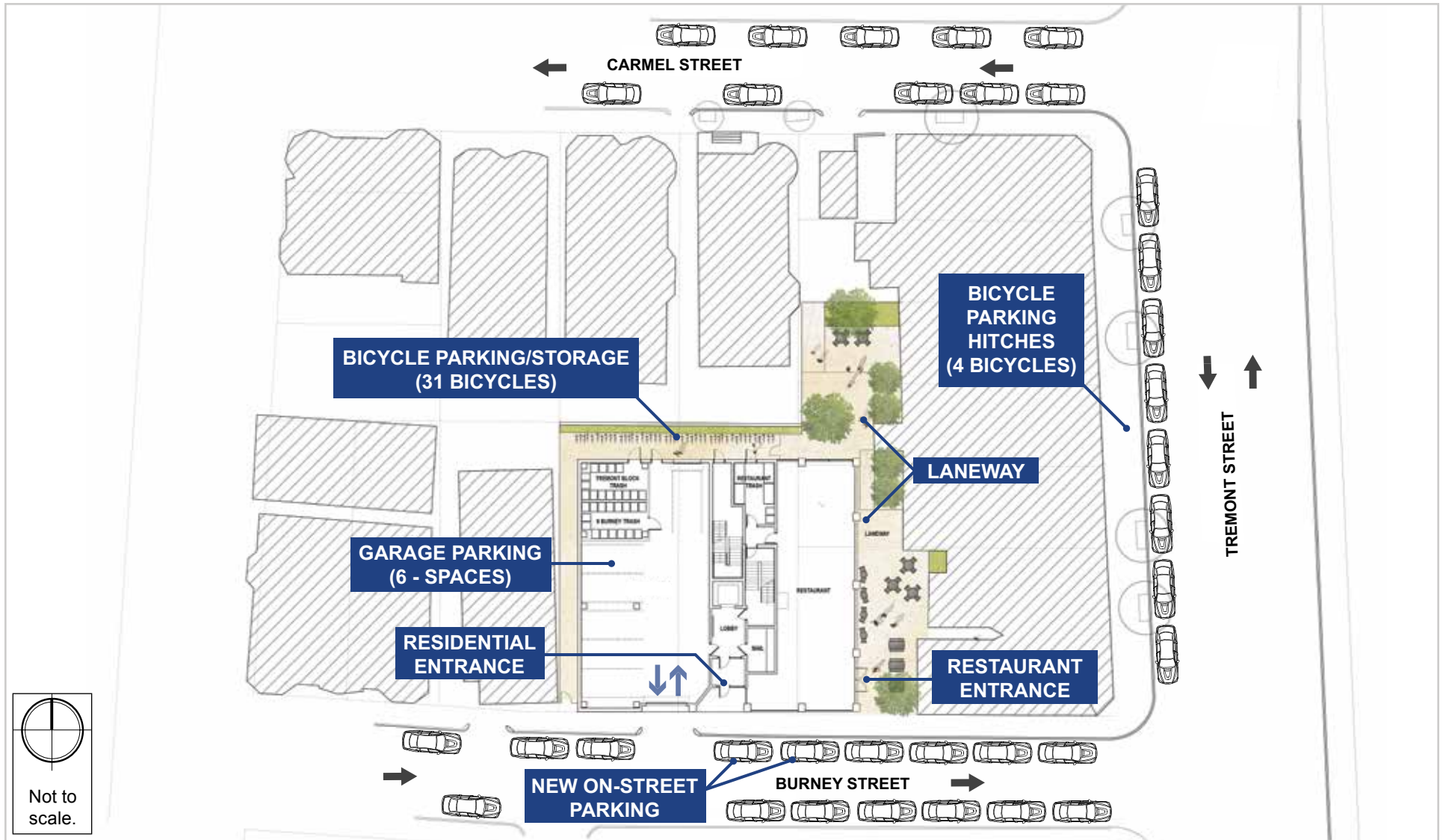
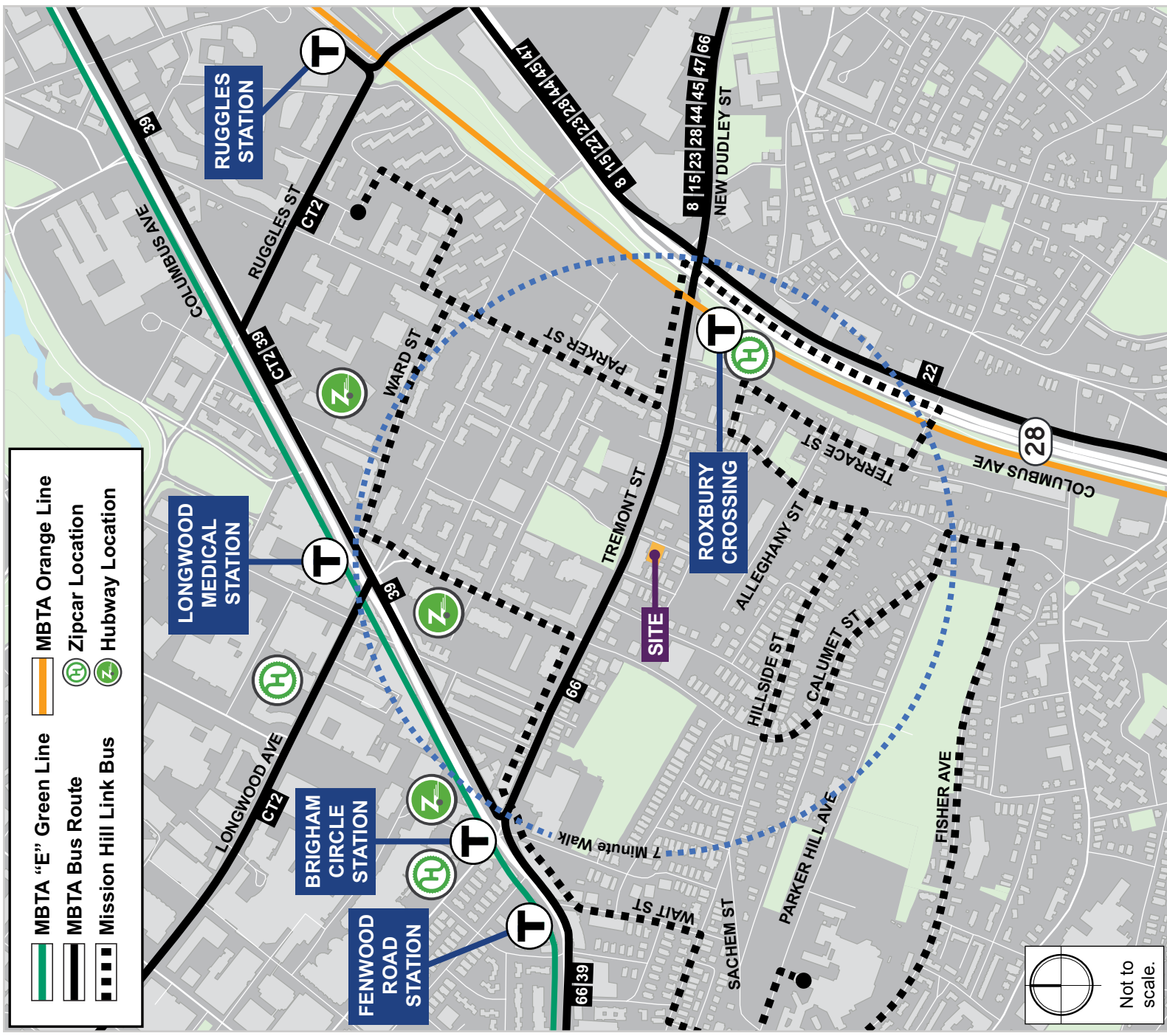




Figure 3. *Alternative Modes of Transportation*





Auto ownership, and therefore parking demand, is decreasing in the Mission Hill neighborhood. According to the U.S. Census Bureau from data collected in 2009-2013, the Mission Hill Census tract where the Project is located had an average vehicle ownership rate of 0.59 vehicles per household. This data also indicates that 56 percent of households in Mission Hill do not own a vehicle and that only 19 percent of persons use an automobile to travel and/or commute on a daily basis.

## **PUBLIC TRANSPORTATION**

The Project is provided with excellent public transportation service and is located within a 4-minute walk northeast to the MBTA's Orange Line Roxbury Crossing station which provides several bus connections and an approximate 7-10 minute walk northwest to the MBTA's Green Line at Brigham Circle, Fenwood Road, and Longwood Medical stations. The MBTA bus route 66 runs along Huntington Avenue and Tremont Street and has several bus stops located within walking distance of the Project site along Tremont Street.

## **BICYCLE AND CAR SHARE**

Multiple Hubway and Zipcar locations are provided within a ¼ mile walk from the Project site, as shown in Figure 3.

## **PARKING**

Adopting the principles of transit-oriented development and supporting the decreasing trend in neighborhood auto ownership described above, the Project will provide six at-grade covered parking spaces for the proposed 31 residential units. The resulting parking ratio would be approximately 0.19 spaces per unit which is comparable to other redevelopments in the immediate area including 1457 Tremont Street with (0.10 spaces/unit) (40 residential units and 4 spaces) and 1470 Tremont Street with 0.30 spaces/unit (33 residential units and 10 spaces). Should the demand arise in the future, the Proponent will evaluate the feasibility to offer off-site parking at 1467 Tremont Street and 1478-1484 Tremont Street.

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## **Trip Generation**

### **TRAVEL MODE SHARE**

A travel mode share is the percentage of travelers using a particular type of transportation. As previously noted, the Project site is conveniently located in proximity to multiple modes of transportation including public transit, Hubway stations, and Zipcar locations. As is standard practice, specific neighborhood mode shares are used to estimate the number of new vehicle trips, transit trips, and walk/bicycle trips generated by the Project. According to the U.S. Census Bureau, 2011-2015 American Community Survey, the travel mode shares for Mission Hill are 43 percent walk/bike/other, 38 percent transit, and 19 percent vehicle. This data indicate that 81 percent of the time, Mission Hill residents travel to their destinations without the use of a car.





## EXISTING SITE

It is standard practice to estimate existing trips (based on land use) and subtract those trips from the projected new future trips when assessing a site with existing and active land uses. Trip generation based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, was applied to the existing uses. The trips generated by the existing three-family property were estimated using Land Use Code (LUC) 221 – Multifamily Housing Mid-Rise (3-10 floors) while driveway counts at the existing parking lot were conducted Wednesday, December 13, 2017 during the morning peak hours (7:00 – 9:00 a.m.) and the evening peak hours (4:00 – 6:00 p.m.) to estimate the trip generation.

## NEW LAND USES

The trips generated by the proposed Project were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, using the following Land Use Codes (LUC):

- LUC 220 (Multifamily Housing Mid-Rise (3-10 floors)) – based on 31 units,
- LUC 820 (Shopping Center) – based on 1,900 square feet.

**Table 1** shows vehicle trip generation for the proposed Project and the associated reduction of trips due to the removal of existing land uses.

*Table 1. Net New Vehicle Trip Generation*

Time Period/Direction	New Project Vehicle Trips			Existing Vehicle Trips			Net New Vehicle-Trips
	Residential <sup>1</sup>	Retail/Restaurant <sup>2</sup>	Total New Trips	Residential <sup>3</sup>	Parking Lot <sup>4</sup>	Total Existing Trips	
Daily	In 40	15	55	-4	N/A	-4	51
	Out <u>40</u>	<u>15</u>	<u>55</u>	<u>-4</u>	<u>N/A</u>	<u>-4</u>	<u>51</u>
<b>Total</b>	<b>80</b>	<b>30</b>	<b>110</b>	<b>-8</b>	<b>N/A</b>	<b>-8</b>	<b>102</b>
a.m. Peak Hour	In 1	0	1	0	-1	-1	0
	Out <u>3</u>	<u>1</u>	<u>4</u>	<u>-1</u>	<u>0</u>	<u>-1</u>	<u>3</u>
<b>Total</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>3</b>
p.m. Peak Hour	In 3	1	4	-1	-3	-4	0
	Out <u>3</u>	<u>2</u>	<u>5</u>	<u>-1</u>	<u>-3</u>	<u>-4</u>	<u>1</u>
<b>Total</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>-2</b>	<b>-6</b>	<b>-8</b>	<b>1</b>

1. Based on 31 residential units.

2. Based on 1,900 sf retail/restaurant space.

3. Based on a three-family property.

4. Counts conducted on December 13, 2017 at existing Parking lot during morning and evening peak hours only.



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## Summary

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The proposed Project is not expected to generate a substantial number of new vehicle trips due to the relatively small size of the Project and the transit-oriented nature of the development, which will exhibit high transit and walk mode shares. Therefore, the Project will have little impact on the surrounding transportation infrastructure as well as improving automobile travel in the vicinity of the site by reducing the vehicle trips through the removal of the existing parking lot.

While the traffic impacts related with the new trips are minimal, the Proponent will continue to work with the City of Boston to create a Project that efficiently serves the limited number of vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. The Proponent is prepared to take advantage of excellent public transit access in marketing the site to future residents, employees, and patrons by encouraging the use of non-vehicular modes of travel.

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