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July 6, 2015

**Via Regular Mail and
Electronic Mail**

Mr. Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007
Attn: Mr. Christopher Tracy, Project Manager

**Re: Article 80 Small Project Review Application –
Douglass Plaza a/k/a Douglass Park Expansion Project,
150 Camden Street, Roxbury, Massachusetts**

Dear Mr. Tracy:

This office is counsel to Hamilton Northeast Development, LLC (the “Proponent”), the owner of the above-referenced property (the “Property”). The Proponent proposes to construct a new five (5) story building with forty four (44) residential dwelling units at the Property (the “Proposed Project”). On behalf of the Proponent, we are pleased to submit the enclosed Small Project Review Application (the “SPRA”) in accordance with Article 80E of the Boston Zoning Code with respect to the Proposed Project.

Situated in the Roxbury Neighborhood of Boston, the Proposed Project will be located on approximately 15,500 square feet of vacant land that consists of a portion of the existing Douglass Plaza a/k/a Douglass Park Project (the “Existing Project”), which contains approximately 97,955 square feet of lot area (the “Project Site”). The Existing Project currently contains three (3) residential buildings containing approximately one hundred fifty five (155) residential units and 7,000 square feet of commercial space including thirty three (33) condominium units and one hundred twenty two (122) rental units ringing the development site and an underground parking garage with one hundred forty six (146) parking spaces. Outside of the Proposed Project, no changes are being made to the location or appearance of structures at the Project Site. The Project Site is bounded by Tremont Street, Camden Street, Columbus Avenue and Douglass Park.

The Proposed Project will include significant new landscaping and buffering designs along the frontage on Camden Street. The Proposed Project will include new curbing, fencing

Mr. Brian Golden, Director
Attn: Mr. Christopher Tracy, Project Manager
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and planting areas to provide an established residential feel. The Proposed Project will provide affordable housing consistent with the Inclusionary Development Policy of the Boston Redevelopment Authority dated 2007.

Prior to submitting the SPRA, the Proponent conducted preliminary meetings with abutters to the Proposed Project, the Boston Redevelopment Authority, the Mayor's Office of Neighborhood Services and local Roxbury elected officials. The SPRA reflects modifications and changes that were made as a direct result of these preliminary meetings.

We look forward to working with you and the Roxbury community on this exciting project.

Sincerely yours,



Andrew H. Kara

AHK/mk
Enclosure

cc: Boston City Councilor, District 5, Tito Jackson
Ms. Kaira Fox, Mayor's Office of Neighborhood Services
Mr. Stephen Weinig, The Hamilton Company
Mr. Jeffrey Brown, Hacin + Associates
James H. Green, Esq.

Boston Redevelopment Authority
2014-2015 Small Project Review Application for

150 CAMDEN STREET

DOUGLASS PARK
ROXBURY, MASSACHUSETTS
Proposed 44 Unit Residential Building

July 6, 2015



Submitted to:

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Submitted by:



Prepared by:



Hacin + Associates [architecture + design]
112 Shannut Avenue, Studio 5A, Boston, MA 02118
www.hacin.com | t: 617.426.0077 | f: 617.426.0645

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PROJECT TEAM

OWNER:

Hamilton North East LLC
c/o The Hamilton Company and
Hamilton Construction Management
39 Brighton Avenue
Allston, MA 02134
contact: Steve Weinig
t: 617.783.0039
w:www.hcmcorp.com/

CONTRACTOR:

Hamilton Construction Management
39 Brighton Avenue
Allston, MA 02134
Contact: Marco Bader
t: 617.783.0039
w: www.hcmcorp.com/

ARCHITECT:

Hacin + Associates
112 Shawmut Avenue
Studio 5A
Boston, Ma 02118
Contact: Jeffrey Brown
t: 617-529-4878
w:www.hacin.com

GEOTECHNICAL:

McPhail Associates
2269 Massachusetts Avenue
Cambridge, MA 02140
Contact: Chris Erikson
t:617.868.1420
w:www.mcphailgeo.com

STRUCTURAL ENGINEER:

Souza True and Partners, Inc.
265 Winter Street, Third Floor
Waltham, MA 02451
Contact: Todd Blake
t:617.926.6100
w:www.souzatrue.com

CIVIL ENGINEER/SURVEYOR:

Howard Stein Hudson Associates, Inc.
38 Chauncy Street, 9th Floor
Boston, MA 02111
Contact: Richard Latini
t:617.482.7080
w:www.hshassoc.com

MEP/FP ENGINEERS:

Allied Consulting Engineers
215 Boston Post Road
Sudbury, MA 01776
Contact: John Wood
t:978.443.7888
w:www.alliedconsulting.net

LANDSCAPE ARCHITECT:

Warner Larson Landscape Architects
130 West Broadway
Boston, MA 02127
Contact: David Warner
t:617.464.1440
w:www.warnerlarson.com

CODE CONSULTANT/COMMISSIONING AGENT:

C3: Commercial Construction Consulting, Inc.
313 Congress Street
Boston, MA 02210
Contact: Doug Anderson
t:617.330.9390
w:www.c3boston.com

SPECIFICATIONS:

Kalin Associates
1211 Washington Street
Newton, MA 02465
Contact: Mark Kalin
t: 617.964.5477
w: www.kalinassociates.com

PROJECT SUMMARY

Small Project Review Summary: 150 Camden St. - Douglass Park

This Small Project Review Application (“SPRA”) is being submitted to the Boston Redevelopment Authority (“BRA”) in accordance with Article 80 of the Boston Zoning Code by Hamilton North East LLC (the “Proponent”) for a proposed new construction residential rental building located at 150 Camden Street in the Lower Roxbury Neighborhood of the City of Boston (the “Project Site” or “Project Area”). The Project Site is a vacant portion of the existing Douglass Plaza project also known as the Douglass Park (“Douglass Park”) project located on a portion of Parcel 16 in the South End Urban Renewal Area, Project No. R-56.

The Proponent has engaged and worked with H+A (as defined below) to design a new five (5) story , approximately 49,305 gross square foot building containing forty four (44) residential rental units to be built upon the vacant Project Site, as more particularly described below (the “Project”).

Project Summary

Project Description:	New construction of forty four (44) rental units; 5 stories in height The Project Site consists of a lot area of approximately 15,500 square feet that is a portion of existing Douglas Park project that contains a lot area of approximately 97,952 square feet.
No. of Residential Dwellings:	Forty Four (44)
Building Footprint:	9,400 gross square feet
Affordable Units:	In accordance with the Inclusionary Development Policy of the City of Boston and to be mutually agreed to by the BRA and Proponent.
Parking:	Parking shall be provided for in the existing garage of the Douglas Park project, as more particularly discussed below.
Floor Area Configuration:	The building's overall dimensions are 164' x 64' Ground floor: 9,904 sf; 9,173sf not including MEP and trash rooms Second – Fifth Floor: 10,114 sf; 10,033sf not including MEP space
Total building area:	49,305 gross square feet
Proposed Building Height:	54'-6"
No. of Stories:	Five (5).

PROJECT SUMMARY

Developer:

The Proponent is an affiliate of the Hamilton Company, having a business address of 39 Brighton Avenue, Street, Boston, MA 02134. The Hamilton Company, Inc., owned by Harold Brown, is one of the largest privately owned full service real estate organizations in Massachusetts. It owns and operates in excess of 5,000 apartments and 3 million square feet of commercial property throughout eastern Mass. Founded in 1954, Hamilton is now operating in its 60th year and is located in Allston, MA.

Architect:

The architect for the Project is Hacin Architects, LLC d/b/a Hacin + Associates, Inc., 112 Shawmut Avenue, Studio 5A, Boston, MA 02118 ("Hacin Architects" or "H+A").

Description of Project Site:

The Project Site is a vacant portion of the Douglass Park project on the north or Camden St. side of the Douglas Park project. The Project Site is bounded on the west side by the existing Douglass Park project on Columbus Ave. and on the east side by the existing Douglass Park project on Tremont St. The Piano Factory is located on the block directly north. The legal description of the Project Site and a survey plan are attached hereto. There is an existing knoll on the site that will be removed as part of the Project. The knoll consists of construction fill from the preexisting Douglas Park project.

Zoning:

The Project is located within the Roxbury Neighborhood District and further located within the Greater Roxbury Economic Development Sub-District in accordance with Article 50 of the Boston Zoning Code (the "Code"), as shown on Map 6A/6B, Roxbury Neighborhood District, of the Boston Zoning Maps. In addition, the Project is also located within (i) a Restricted Parking District under Section 3-1A.c of the Code and (ii) a Planned Development Area under Section 3-A.a of the Code. Finally, the Project may also be located within a Boulevard Planning District under Section 50-37 of the Code subject to further review and confirmation by the Proponent.

The original development project at Douglass Park did not comply with the use or dimensional requirements of the underlying zoning in force and effect at the time of development. As a result and pursuant to Article 3, Section 3-1A and the other relevant provisions of Code in force and effect at the time, a Development Plan ("Development Plan") for Planned Development Area No. 27 (the "PDA") was approved by the Boston Redevelopment Authority (the "BRA") and the Boston Zoning Commission. The approved PDA established an overlay district to accommodate the original development project at Douglas Park that was not otherwise allowed for under the underlying zoning, subject to special review and conditions.

The Proponent now desires to amend the existing Development Plan in connection with the Project (the "Amended Development Plan"). The Project and Project Site shall be reviewed and be subject to BRA approval under the provisions of Article 80, Section 80C of the Code for PDA Development Plan review for the Amended Development Plan. This Amended Development Plan is also intended to satisfy the requirements of Article 50 of the Code regarding regulations applicable in PDAs including but not limited to Section 50-12 through Section 50-16. Upon approval, the Amended Development Plan will constitute zoning for the Project and Project Site in accordance with Section 3-1A and Article 80C of the Code.

Landscape:

Warner Larson Landscape Architects has been contracted to lead the landscape design. The related landscape development including paving and planting will be included in the project. The proposed landscape design along the new building frontage on Camden Street includes two repeating levels of curbing and an ornamental metal fence which articulate lush planting areas and provide a residential landscape character in the front yard of the Project Site. Brick pavers wrap around the new building entrance corner and repeat as an accent band along the front of the new building and along the access drive into the courtyard creating continuity with the other buildings on this block. The existing 7.5' concrete sidewalk width is maintained, and includes replacement of portions of the sidewalk heaved by the roots of existing street trees within the greenscape zone buffering the street. A new freestanding brick wall is proposed as an extension at the adjacent building, and will connect to the relocated ornamental metal gate that controls access to the courtyard. Paving and planting improvements extend to the common entrance of the adjacent building where residents in the new building will access the existing parking garage.

Neighborhood context:

The design of the building picks up on the rhythm and scale of nearby South End buildings on Tremont Street and Columbus Avenue, while the materiality and placement of the brick exercises a contemporary interpretation of the mansard roof condition. The “head” of the building – at the intersection of Tremont and Camden Streets – exaggerates the treatment of material at the repeating bays and geometrically relates to its neighbor, creating a strong focal point along Camden Street.

Transportation:

The Project because of its close proximity to existing public transportation and the demographics of the Lower Roxbury Neighborhood will not negatively impact parking and traffic in the immediate area. The Proponent anticipates the Project will positively increase the foot traffic in the area as the Project Site is located in a mixed use neighborhood of Roxbury and within walking distance to restaurants, retail businesses, and other residential areas. As mentioned above, the Project Site has excellent access to public transportation as it is located between Ruggles and Massachusetts Avenue. MBTA Orange line stops are .4 and .2 miles respectively from the site or a 5-7 min walk. The Number 43 Bus route is also located on Tremont St. at the adjacent intersections of Lenox and Northampton and the site is .1 mile to multiple bus routes on Mass Ave.

To encourage residents to access the building by bicycle, there will be below grade secured bicycle parking in the existing underground parking garage of the Douglas Park project. Bicycle parking will be provided near the entrance to the parking garage. There will be sufficient bicycle parking for all residents who want to park bicycles in the parking garage.

The Project will result in additional housing that can serve the diverse community of Lower Roxbury. The new development will improve the fabric of this area, will contribute to the economic base of the area, will result in increased pedestrian traffic in the area, and indirectly will help the business of the area. There will be sufficient parking provided for the Project. The Proponent currently has a number of excess parking spaces in the existing parking garage of the Douglas Park project that it can make available for occupants of the Project. The Proponent has retained a traffic consultant to

review the anticipated parking requirements for the Project and will complete a report that will be submitted to the BRA to establish that the Project has provided sufficient parking.

Service Access:

The trash and receiving will be located off the back or south side of the building. The pavement, curb cut and fence will be shifted to the west to align with the new and existing buildings and provide improved access for trash and service vehicles. The trash and maintenance vehicles loading will be off the street and therefore able to service the building without blocking traffic.

Public Benefits:

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

- Creating much-needed residential rental housing in the Lower Roxbury Neighborhood
- Improving the existing streetscape by infilling a vacant site that is part of a PDA from the late 80's
- Providing additional customers for the retail spaces on Tremont Street and Columbus Street
- Providing additional property tax revenue to the city
- Creating construction-related employment opportunities

Job creation:

The construction process will last for a period of 15 months and will employ approximately 100 people. The maintenance of the building will employ one person working directly for the owner and approximately 10 additional people working for subcontractors. The number of construction workers will vary over the duration of the construction.

Site review:

A geotechnical report has been completed for the site with the appropriate recommendations for the foundation design. Preliminary subsurface investigations (3 borings) have been completed at the project site. No adverse impacts on adjacent buildings or utilities are anticipated.

Climate Responsiveness:

The building will employ many smart choices and strategies to ensure an energy efficient building that is responsive to its environment. The building will include energy star appliances and high efficiency condensing boilers. The glazing on the facades will be "tuned" to reduce the solar gain and increase the reflectivity for the south façade vs. the north. We will be using low flow fixtures and will be exceeding code requirement insulation in the walls and roof. The roof will be a highly reflective material/ color as will the surface paving. We will be maximizing permeable areas with planting and we will choose products with high recycled content where appropriate.

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 are there wetland resource areas regulated by the Massachusetts Wetlands Protection Act on or within 100 feet of the Project Site.

Stormwater Management and Water Quality:

The Project is not expected to affect the water quality of nearby water bodies. The proposed building covers a portion of the entire site; therefore stormwater will be infiltrated onsite. 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.

Accessibility:

The block that the Douglass Park project is on has curb cuts at all four corners which are to remain. In front of the proposed building along Camden St. where the side walk is damaged it will be replaced with new concrete and the sidewalk width is to remain as is at the completion of this project. The entrance to the building will be the same elevation as the sidewalk. Once on the Douglass Park property the paving will transition from concrete to brick at the entrance of the building and the concrete will be maintained for the length of the city side walk through the transition of the curb cut. There will be no other improvements or furnishings on the public sidewalk. There is an accessible route through the existing building site from the northeast to the southwest. There will be 2 accessible parking spots provided within the existing parking garage. The curb cut for a service entrance adjacent to the building entrance will act as the building drop off. In a building of 44 units there will be three group 2A accessible units, two 2 bedrooms and 1 one bedroom. The type two units will be located on the first, second and fourth floors. All of the units will be rental. The group2A units for the building are all accessed from the elevator, have 3'-0" entry doors and are designed to meet FHA requirements within the units.

Wind Impacts:

The proposed building height will be 54' and due to the presence of similar and taller buildings, including the existing Douglass Park Development at 65' on Columbus St. and the Piano Factory at 58' on Camden St. It is not expected that pedestrian level winds will be impacted by the proposed project.

Shadow Impacts:

Due to the fact that the Project Site is currently vacant there will be new shadows. The shadow impacts on the existing courtyard will be minimal due to the building being located at the northeast corner of the site and the courtyard being located to the south. At the north ends of the existing Douglass Park buildings the lower level will be in shadow early in the morning and late in the day. The distance between the proposed building and the Piano Factory is the same as the building height, which will limit the shadow impact to the Piano Factory.

Noise and Air Quality Impacts:

The proximity to local business and transportation will limit the number of automobile trips from the 44 residential units and are not expected to lead to a diminution of level of service at nearby intersections. As the subsurface parking garage is existing and additional ventilation will not be required, no air quality analyses were performed. The Project is not expected to create a noise nuisance condition and the Site is adjacent to similar use buildings.

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 a storage area for recyclable materials. The building will provide the appropriate spaces required to institute a recycling program that meets or exceeds the City's recycling guidelines. These areas will be located on the ground floor level in the trash room.

Public Review Process:

The Proponent will meet with various stakeholders, including: Elected Officials such as Office of City Councilors; City Agencies such as the Mayor's Office of Neighborhood Services; The Community Organizations; such as United Neighbors of Lower Roxbury; and any abutters, such as the Douglass Park Condo association.

The Proponent's team will commit 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 the following city agencies, as may be required by the necessary permits:

- 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

Project Design:

The proposed Project design is to complete the Douglass Park development in a manner that will create an active street scape, a pedestrian friendly environment, and new housing. The project goal is to infill the site with a structure that is consistent with the scale of the neighborhood. The proposed project establishes the importance of Tremont St. by providing a connection from the courtyard of the site with the east end site entry looking out toward Tremont. The building is located tight to the existing vehicle entrance to the garage. This allows a more gracious entrance at the

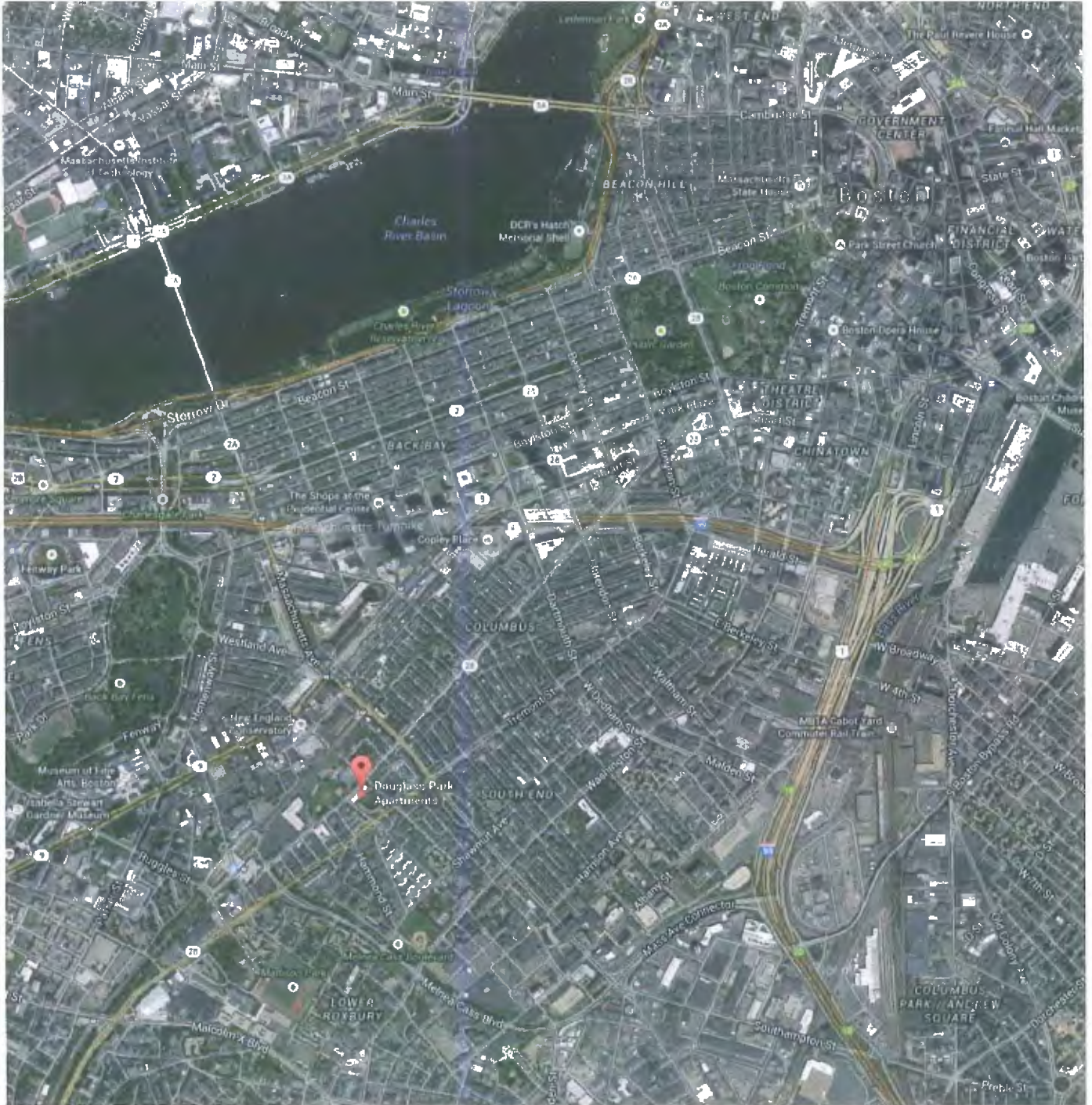
southeast end of the site and allows the building to gesture out toward Tremont St. The use of the brick and panel on the building activates the façade and allows a unique read of the façade from both Tremont and Columbus St. The elevation of the brick work viewed from Columbus St. relates the lower existing Douglass Park building on Tremont St. From Tremont St., the brick work relates to the higher Douglass Parking building on Columbus St. The proposed buildings design relates to the scale and materials of the neighborhood. The use of material and the contemporary expression enhances the street.

Exterior Signage:

The proposed project will allow for integrated and appropriately scaled signage. The building address signage will be incorporated at the residential entrance. Any necessary exterior way finding signage related to the garage entrance will be designed to be compatible with exterior building materials and the graphic identity of the Project. Exterior lighting will be primarily indirect LED lighting to illuminate building entrances, ground surfaces, and pedestrian pathways, limiting ambient light on site.

150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Project Aerial Locus



150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Project Photo Key



150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Existing Site Images



View 1: From Columbus Street



View 2: From The Courtyard

150 CAMDEN STREET ROXBURY, MASSACHUSETTS



View 3: Panorama from Camden Street



View 4: Existing gate to courtyard near Tremont Street

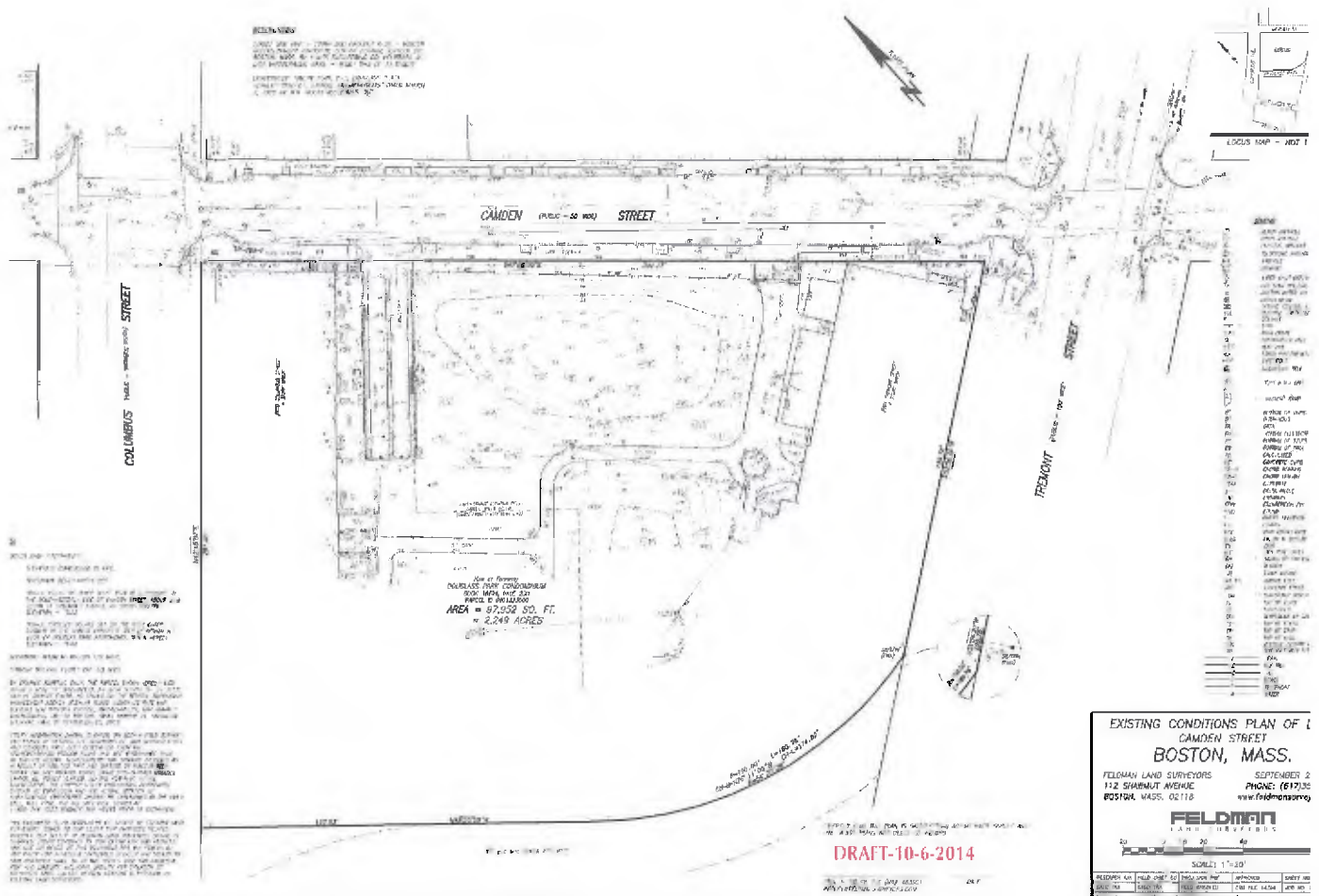
150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Context Photos



150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Site Survey



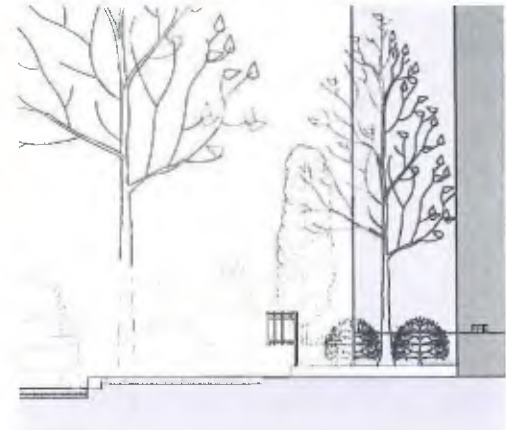
150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Site Plan



150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Landscape Plan and Images

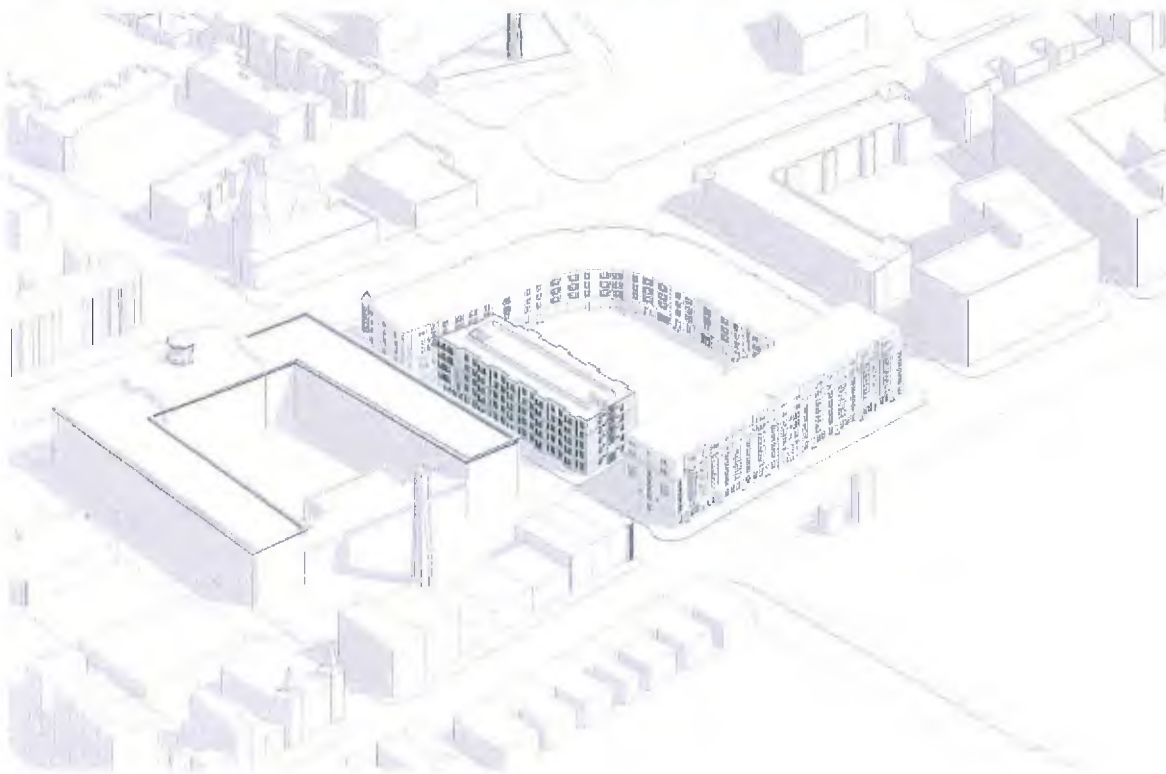


1 STREETScape SECTION
SCALE 1/4" = 1'-0"



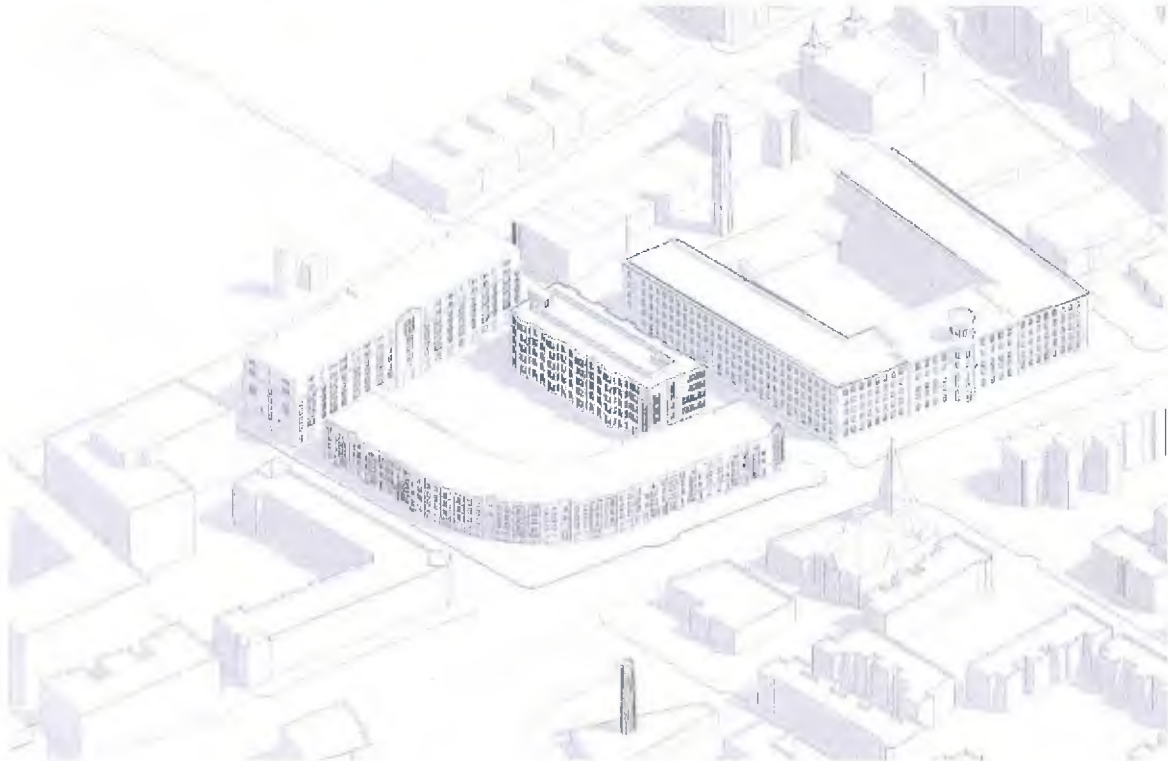
150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Aerial from North



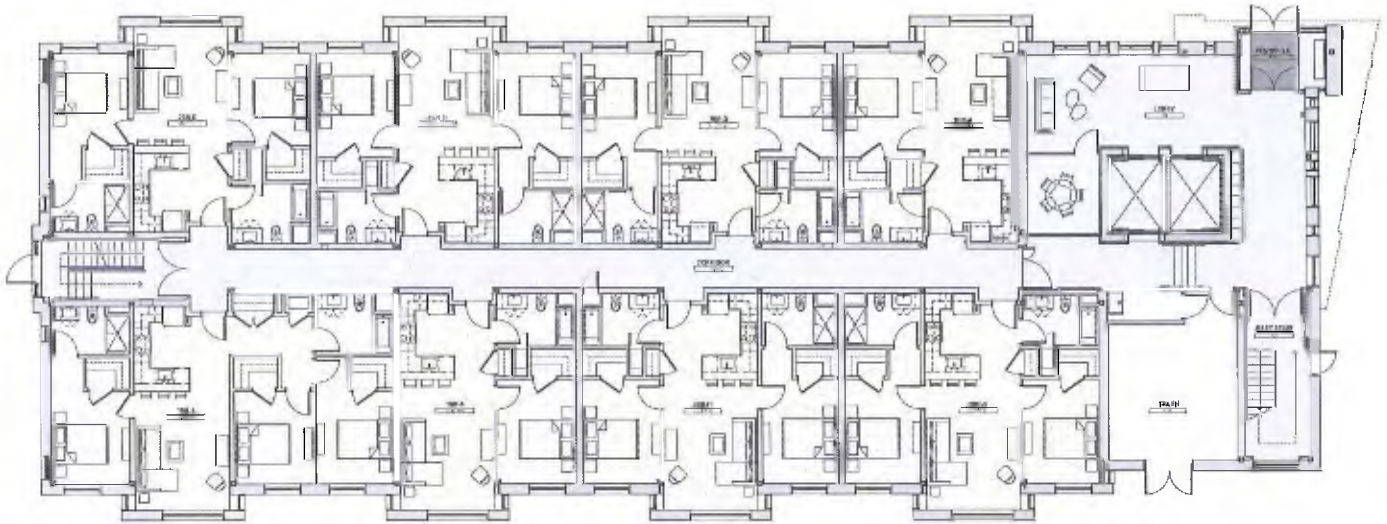
150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Aerial from South

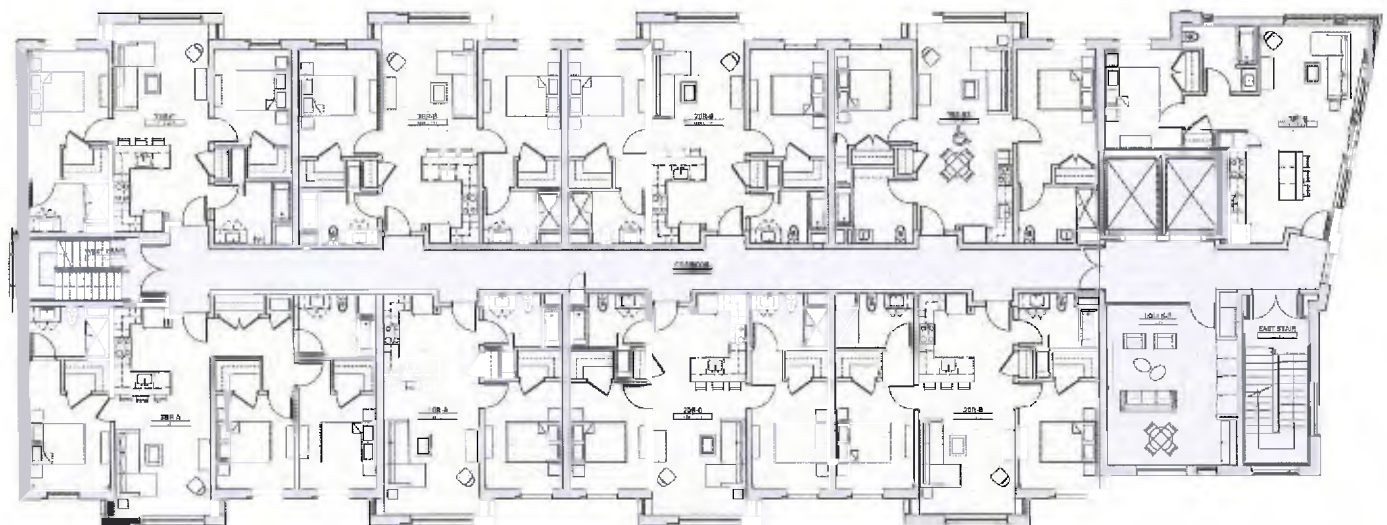


150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Ground Floor Plan



Second Floor Plan

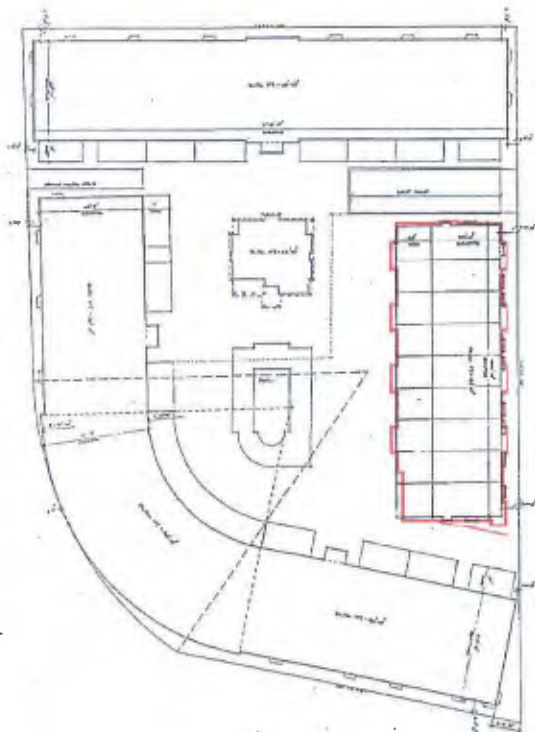


150 Camden Summary:

- Total Height w/ Parapet- 55'-4"
- 44 Units on 5 Levels
- 10 - one bedrooms (1 ADA)
- 29 - two bedrooms (2 ADA)
- 5 - three bedrooms

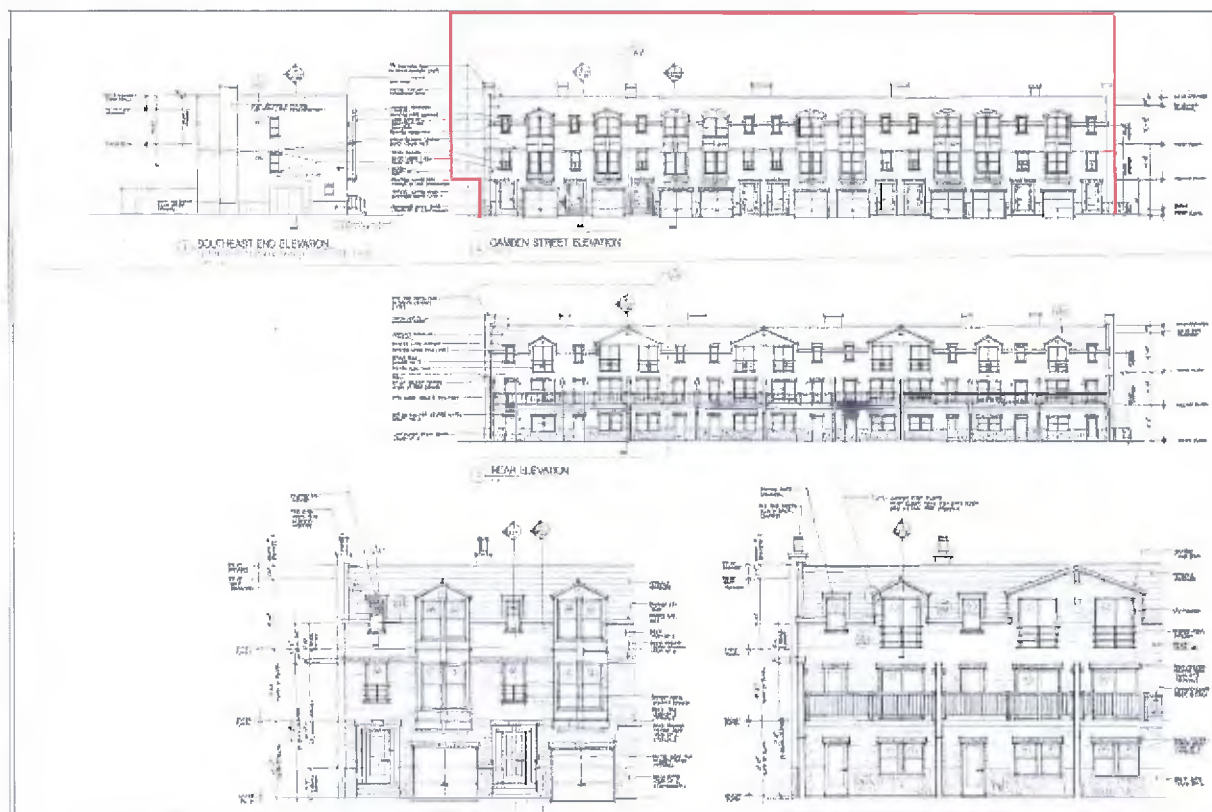
150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Comparison to Townhouse Design 1987



The red outline indicates
the proposed new
building outline and
profile

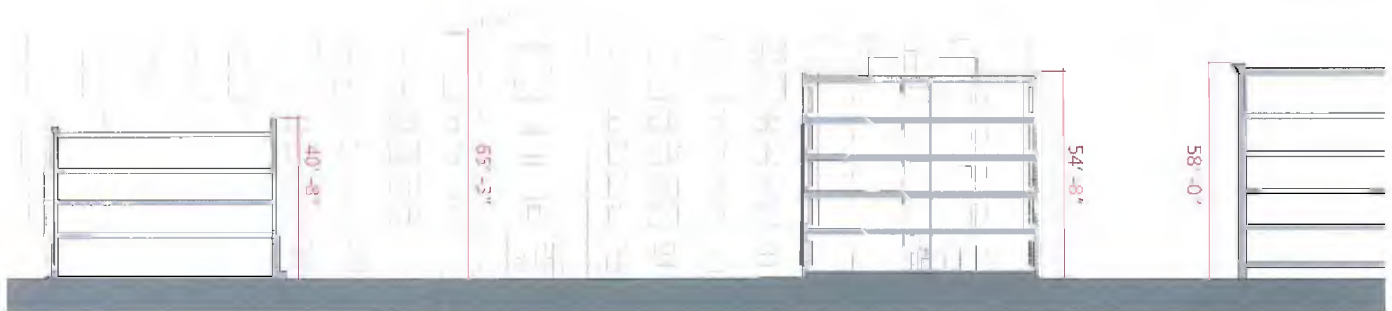
BRA Approved PDA 1987:
9 Units
9 Garage Parking Spaces
3 Floors, 32 ft. height
Approx. 20,000 sf



150 CAMDEN STREET ROXBURY, MASSACHUSETTS



North Elevation



East Section



Perspective from Piano Factory

150 CAMDEN STREET ROXBURY, MASSACHUSETTS



North Elevation



East Elevation



West Elevation



South Elevation

150 CAMDEN STREET ROXBURY, MASSACHUSETTS



Perspective from
South Camden Street



Perspective from
North Camden Street

150 CAMDEN STREET ROXBURY, MASSACHUSETTS

Material Concept



FIBER CEMENT PANEL



METAL PANEL



BRICK



150 CAMDEN STREET ROXBURY, MASSACHUSETTS



Perspective from Tremont Street



Perspective from Columbus Avenue