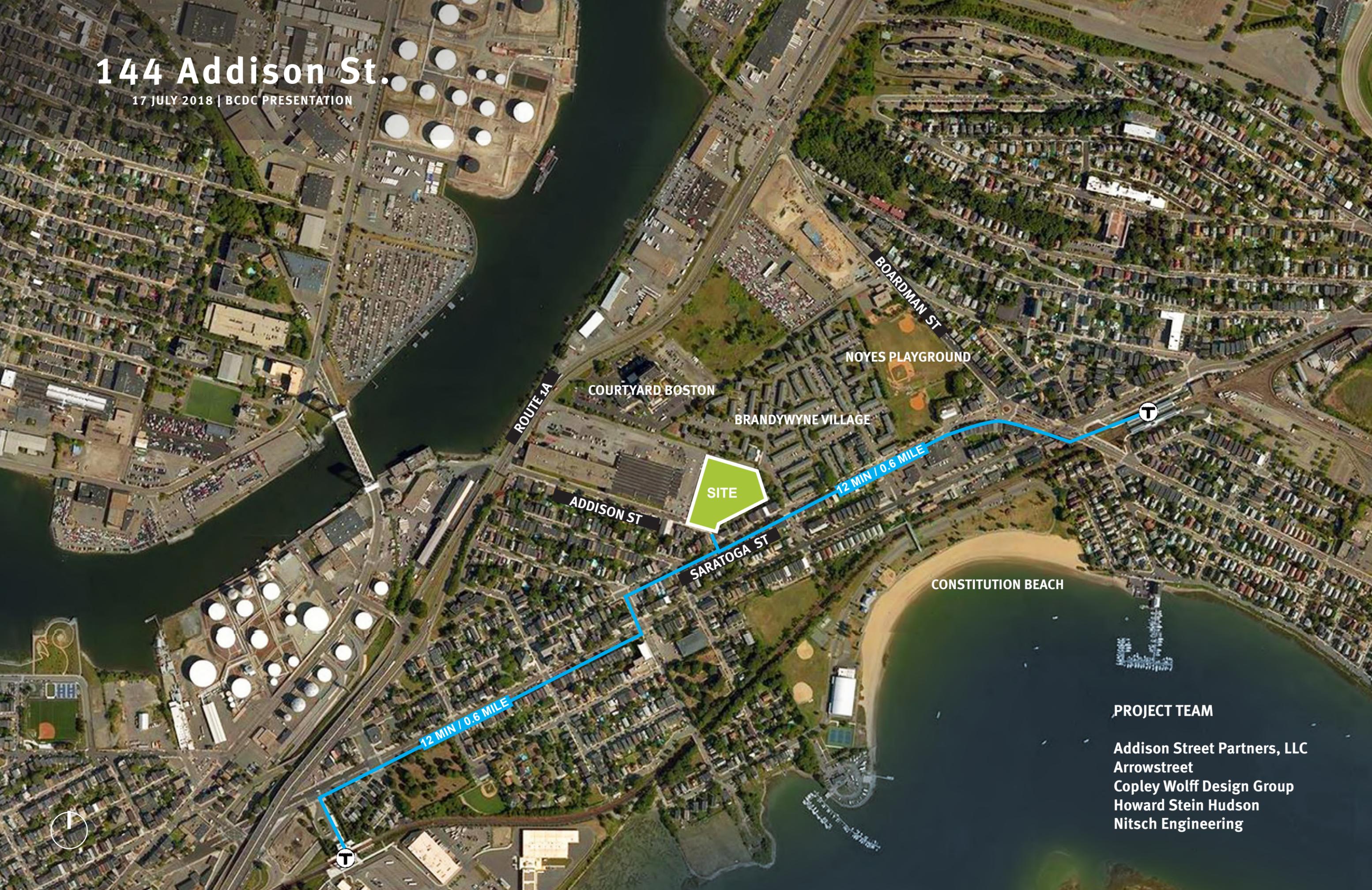


144 Addison St.

17 JULY 2018 | BCDC PRESENTATION



12 MIN / 0.6 MILE

12 MIN / 0.6 MILE

PROJECT TEAM
Addison Street Partners, LLC
Arrowstreet
Copley Wolff Design Group
Howard Stein Hudson
Nitsch Engineering

PROGRAM

PROJECT SITE **143,139 SF (3.3 ACRES)**

GROSS FLOOR AREA **APPROX. 226,400 GSF**

FLOOR AREA RATIO **1.58**

RESIDENTIAL USES **270 NEW DWELLING UNITS**
11,500 - 12,000 SF RESIDENTIAL AMENITY SPACE

BICYCLE PARKING **270 COVERED, RESIDENT SPOTS**
15 VISTOR SPOTS

VEHICLE PARKING **179 RESIDENT SPOTS**

OPEN SPACE **77,500 SF (54% SITE AREA)**



UNIT MIX

STUDIO **54 UNITS (20%)**

1 BR **144 UNITS (53%)**

2 BR **72 UNITS (27%)**

TOTAL 270 UNITS



PROJECT SCHEDULE & COMMUNITY OUTREACH



MAY - JUNE 2017 Individual Meetings w/ Abutters + Stakeholders

JULY 27, 2017 Letter of Intent Submitted

AUGUST 10, 2017 Abutter Meeting

SEPTEMBER 11, 2017 Harbor View Neighborhood Association

SEPTEMBER 18, 2017 Orient Heights Neighborhood Association

DECEMBER 12, 2017 Abutter Meeting

JANUARY 19, 2018 EPNF Submitted

JANUARY 31, 2018 IAG Meeting

FEBRUARY 7, 2018 Scoping Session

MARCH 1, 2018 Public Meeting

MARCH 6, 2018 BCDC Presentation

MAY 18, 2018 Scoping Determination Issued

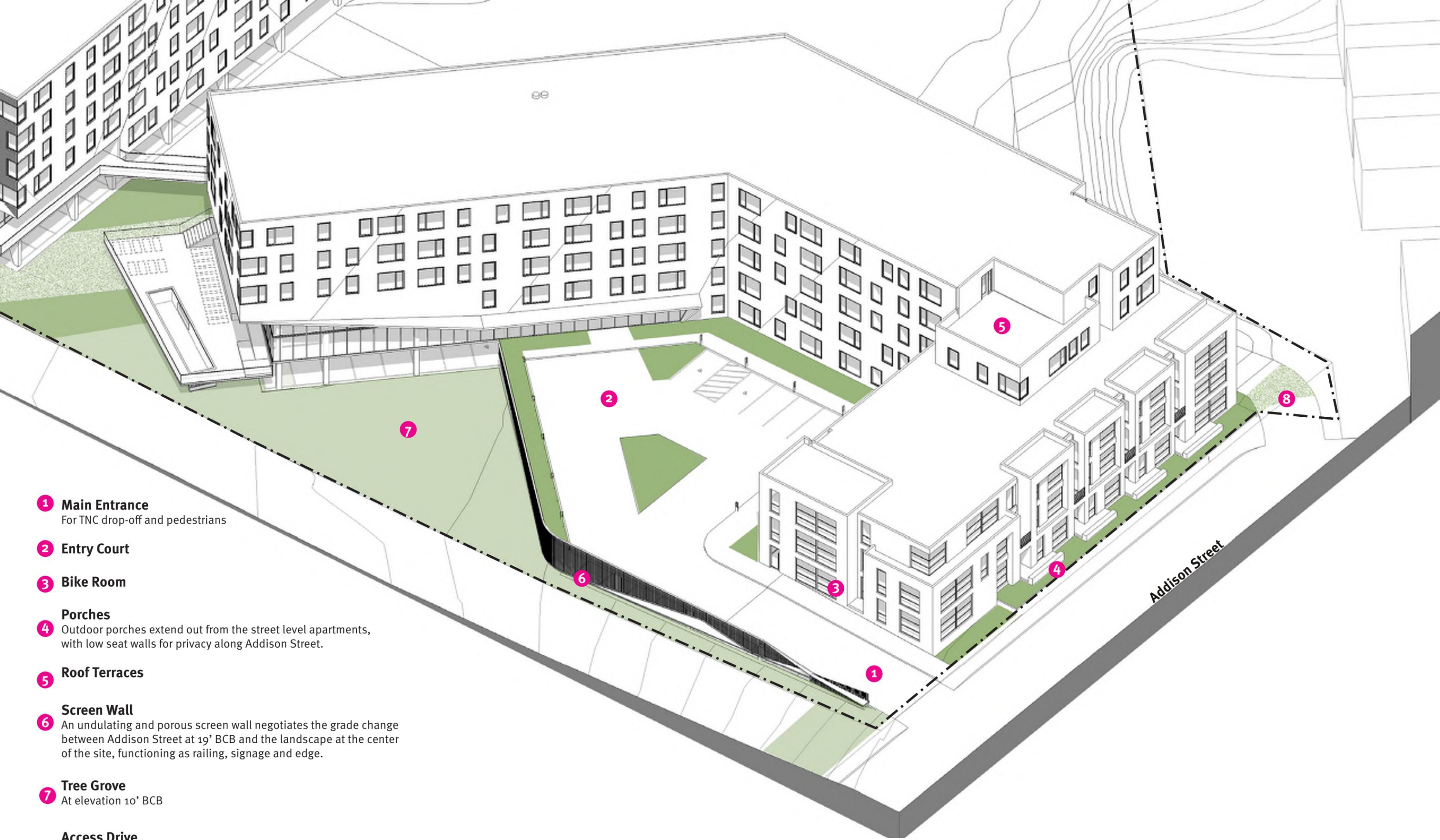
JUNE 28, 2018 IAG Meeting

JULY 17, 2018 BCDC Subcommittee Meeting #1

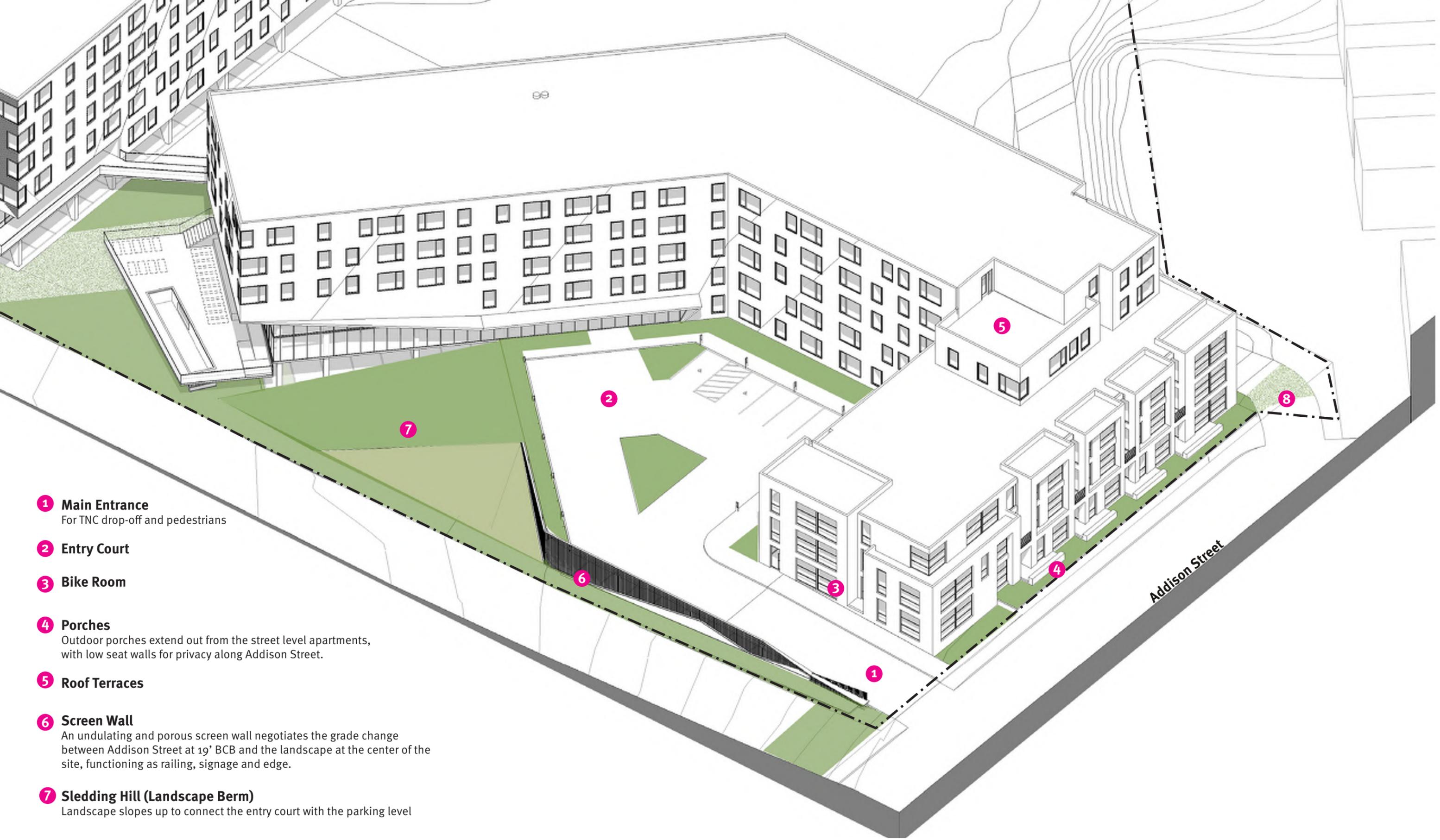
JULY 26, 2018 File DPIR & PDA

DESIGN UPDATES





- 1 Main Entrance**
For TNC drop-off and pedestrians
- 2 Entry Court**
- 3 Bike Room**
- 4 Porches**
Outdoor porches extend out from the street level apartments, with low seat walls for privacy along Addison Street.
- 5 Roof Terraces**
- 6 Screen Wall**
An undulating and porous screen wall negotiates the grade change between Addison Street at 19' BCB and the landscape at the center of the site, functioning as railing, signage and edge.
- 7 Tree Grove**
At elevation 10' BCB
- 8 Access Drive**
An easement formalized for the five Saratoga Street triple deckers + exit only driveway for the parking below



1 Main Entrance
For TNC drop-off and pedestrians

2 Entry Court

3 Bike Room

4 Porches
Outdoor porches extend out from the street level apartments, with low seat walls for privacy along Addison Street.

5 Roof Terraces

6 Screen Wall
An undulating and porous screen wall negotiates the grade change between Addison Street at 19' BCB and the landscape at the center of the site, functioning as railing, signage and edge.

7 Sledding Hill (Landscape Berm)
Landscape slopes up to connect the entry court with the parking level

8 Access Drive
An easement formalized for the five Saratoga Street triple deckers + exit only driveway for the parking below

ADDISON STREET: EXISTING STREETScape



APPROACH FROM ADDISON STREET



URBAN COURT



ARROWSTREET

APPROACH FROM SARATOGA STREET



ARROWSTREET

APPROACH FROM SARATOGA STREET



ARROW STREET

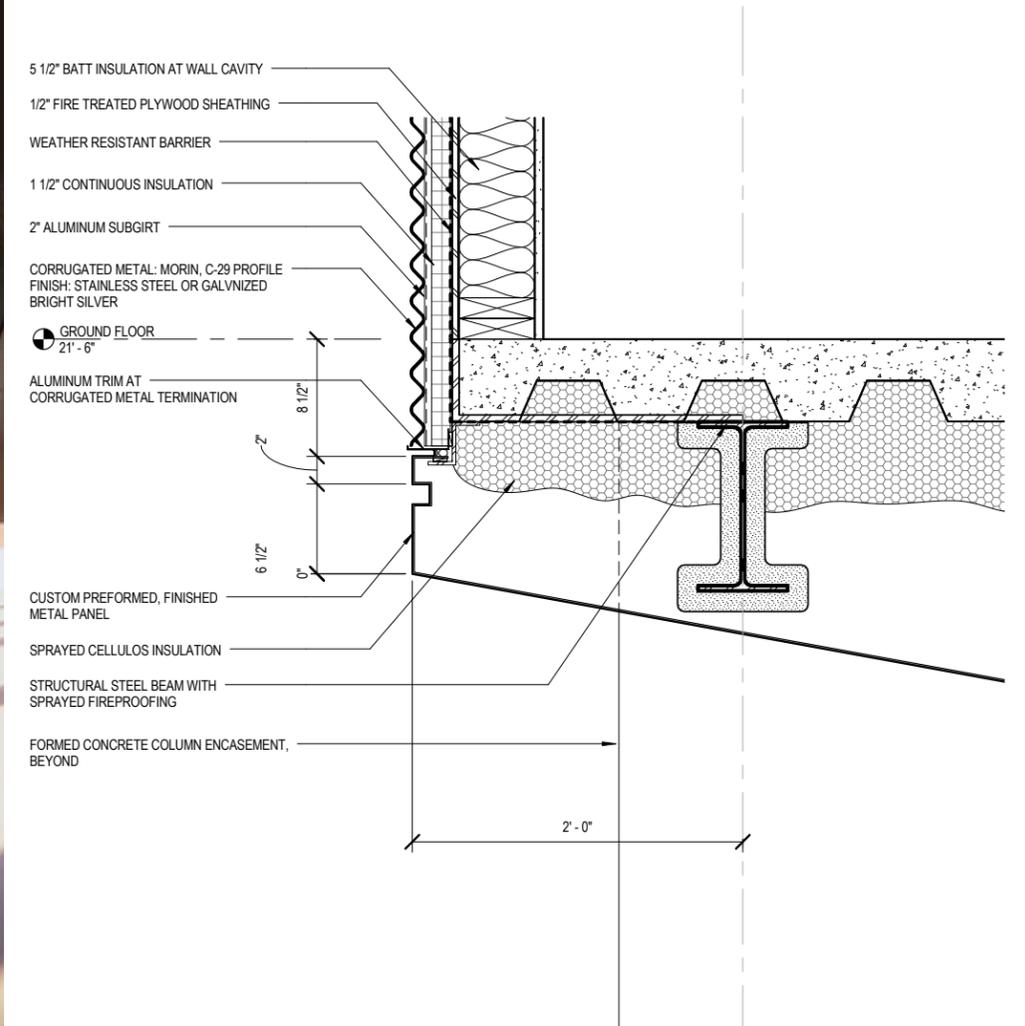
PARKING APPROACH FROM McCLELLAN HIGHWAY

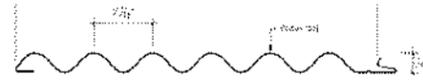


AMENITY COURTYARD



EXPERIENCE AT GARAGE





South Facing Facades
Corrugated Meta
Finish: Stainless Steel or Galvalume Bright Silver

North Facing Facades
Fiber Cement Siding with Stacked Reveals
Varying Exposure, Custom Color

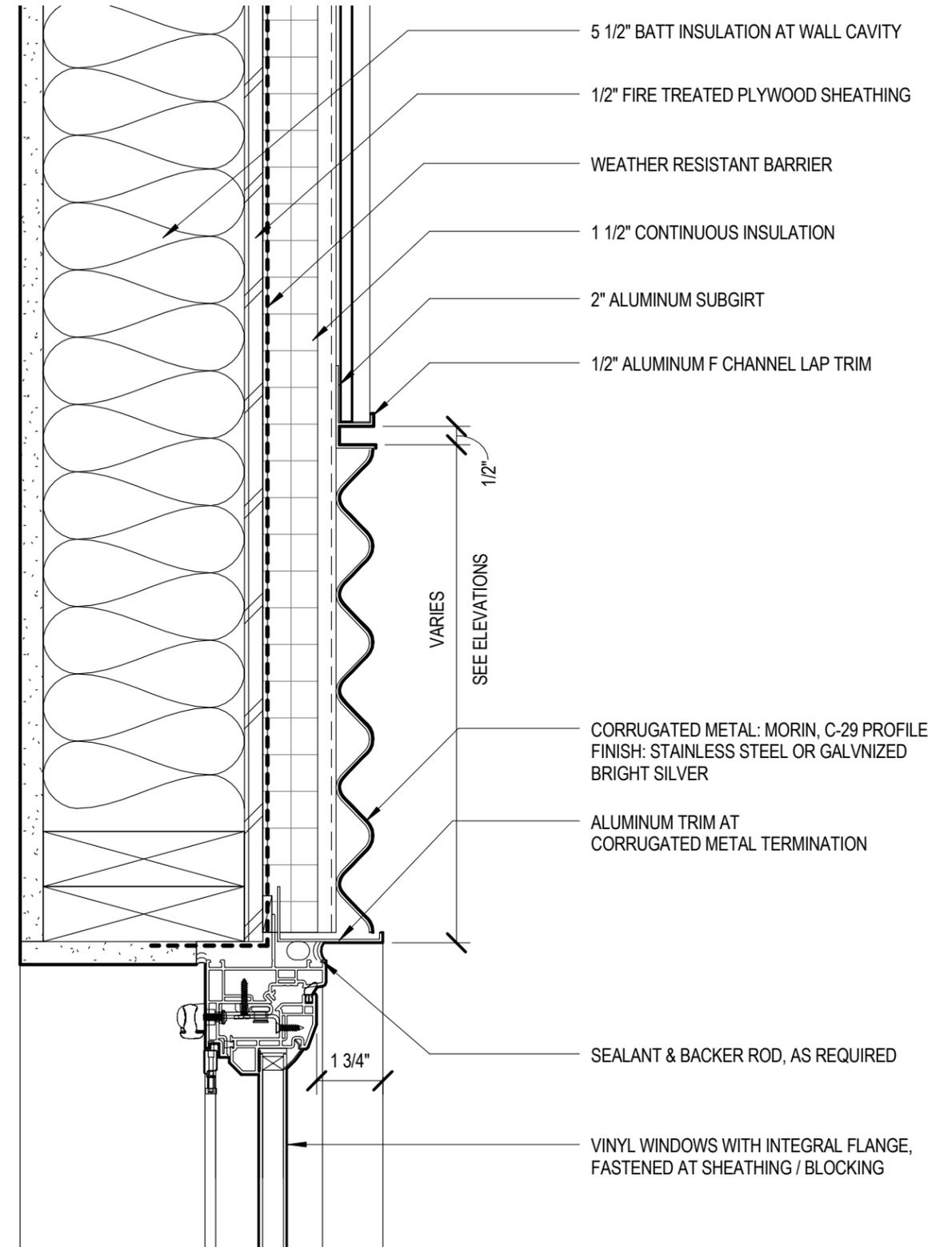


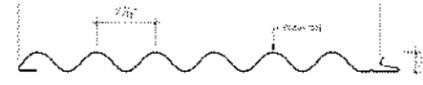
Screen Wall at Bike Room
Perforated Metal





Exterior Plan Detail
Window Jamb +
Material Transition





Urban Court Facade
 Corrugated Metal
 Finish: Stainless Steel or Galvalume Bright Silver

Level 4 + 5 Facade
 Fiber Cement Siding with Stacked Reveals
 Varying Exposure, Custom Color



Screen Wall at Bike Room
 Perforated Metal







EXISTING CONDITIONS FROM ACCESS DRIVE



PROPOSED CONDITIONS FROM ACCESS DRIVE



EXISTING CONDITIONS BRANDYWYNE APPROACH



Saratoga Street Residences

Existing Chain Link Fence

Brandywyne Clubhouse

BRANDYWYNE APPROACH



OVERALL SITE PLAN



OFFSITE IMPROVEMENTS

MCCLELLAN DRIVEWAY

ELEV. 9' BCB

MAVERICK MILLS

OFFSITE IMPROVEMENTS

ELEV. 19' BCB

ADDISON STREET

ARROW STREET

GROUND FLOOR PLAN (ELEVATION 21)



McCLELLAN DRIVEWAY

ELEV. 09' BCB

LOADING

PROPERTY LINE

BRANDYWYNE VILLAGE

AMENITIES

ELEV. 21' BCB

URBAN COURT

ELEV. 21' BCB

ADDISON DRIVEWAY

SARATOGA STREET

ELEV. 09' BCB

ADDISON STREET

ARROW STREET

PARKING PLAN (ELEVATION 10)



McCLELLAN DRIVEWAY

ELEV. 09' BCB

LOADING

PROPERTY LINE

ELEV. 10' BCB

BRANDYWYNE VILLAGE

ELEV. 10' BCB

ADDISON DRIVEWAY

SARATOGA STREET

ELEV. 09' BCB

ADDISON STREET

ARROWSTREET

TYPICAL PLAN (LEVELS 4 & 5)



McCLELLAN DRIVEWAY

ELEV. 09' BCB

LOADING

PROPERTY LINE

BRANDYWYNE VILLAGE

ADDISON DRIVEWAY

ELEV. 09' BCB

ADDISON STREET

SARATOGA STREET

ARROWSTREET

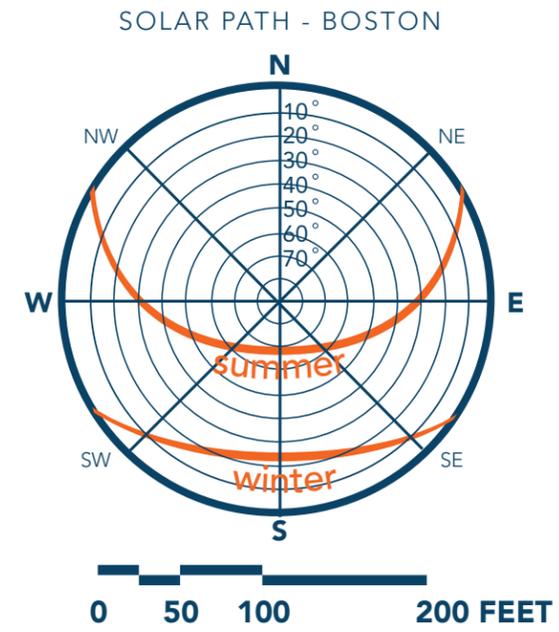


PRE-SETTLEMENT CONDITION





EAST BOSTON'S URBAN WILDS



SITE CONTEXT & CONDITIONS



TREE-OF-HEAVEN



WHITE PINE



ARBORVITAE



MAPLE



POPLAR

EXISTING DRIVEWAY

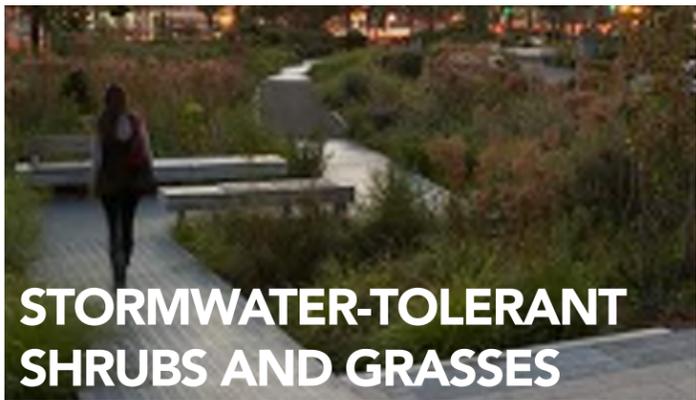
WILD LANDSCAPE EXISTING ON SITE



**SHRUB BEDS,
SALVAGED
SEAWALL**



**SHRUB
BEDS**



**STORMWATER-TOLERANT
SHRUBS AND GRASSES**

PLANTINGS TO CREATE
CONNECTION FROM
ADDISON STREET
THROUGH SITE

REMOVE EX. CHAIN LINK
FENCE

PEDESTRIAN CONNECTION
TO PLANET FITNESS

MARCH 7 BCDC COMMENTS

- The urban court should feel like more than just a traffic circle
- The front entry needs to be more apparent when approaching from Addison Street
- Landscape is "clever and bold", forest between the two buildings is a good idea



**PEDESTRIAN
/ VEHICULAR
UNIT PAVING**



**PEDESTRIAN
LIGHT
BOLLARDS**



LEGEND

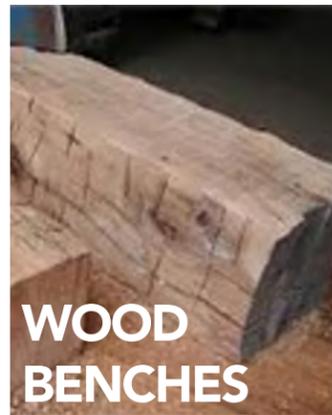
	STORMWATER-TOLERANT SHRUBS AND GRASSES
	SEDUMS AND GRASSES
	SOD LAWN
	SYNTHETIC TURF
	SHRUB BEDS



LEVEL 21



MAPLE & LARCH GROVE



WOOD BENCHES



PLANTS & GRAVEL @ PARKING EDGES



BIRCH & POPLAR GROVE



PATHWAYS THROUGH PLANTS

MARCH 7 BCDC COMMENTS

- The 175 approach needs to feel like an entry to the site, circulation needs improvement
- Is there a connection between the landscape amenities and the neighborhood? *Steep slopes and land ownership make this a challenge*
- The edges between parking and landscape need to be "blurred"



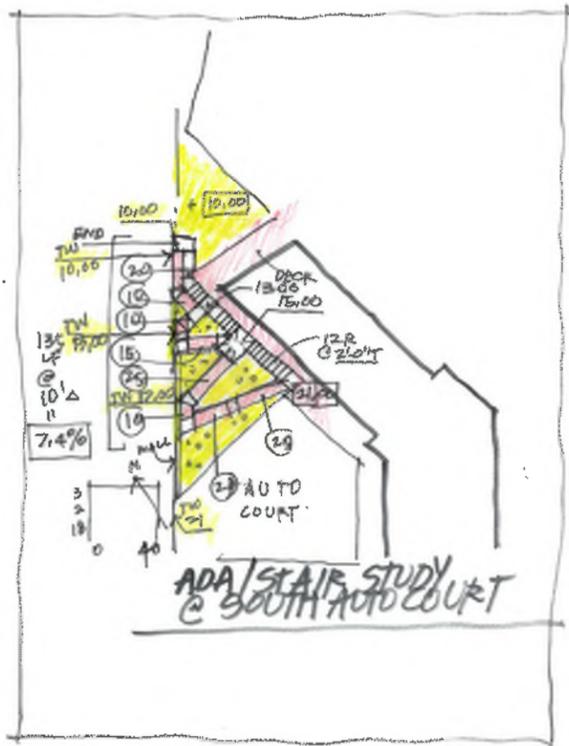
INTERSECTING PAVING



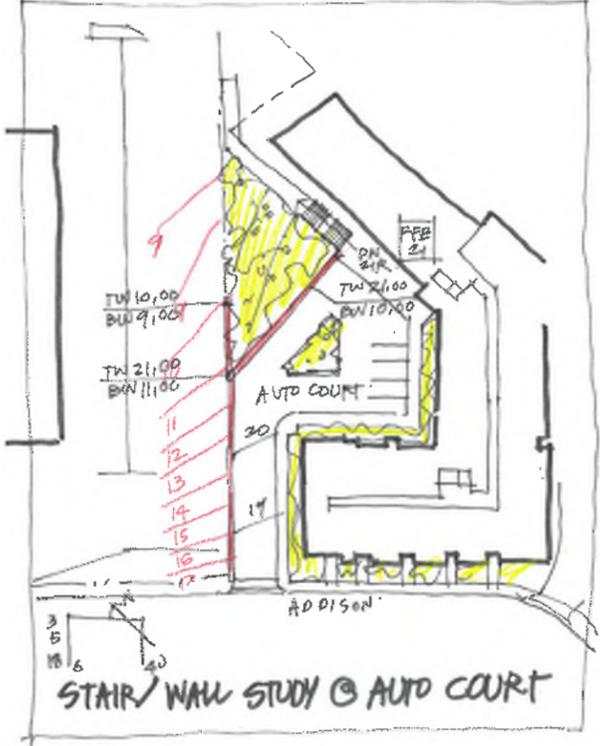
LEGEND

	STORMWATER-TOLERANT SHRUBS AND GRASSES
	SEDUMS AND GRASSES
	SOD LAWN
	SYNTHETIC TURF
	SHRUB BEDS

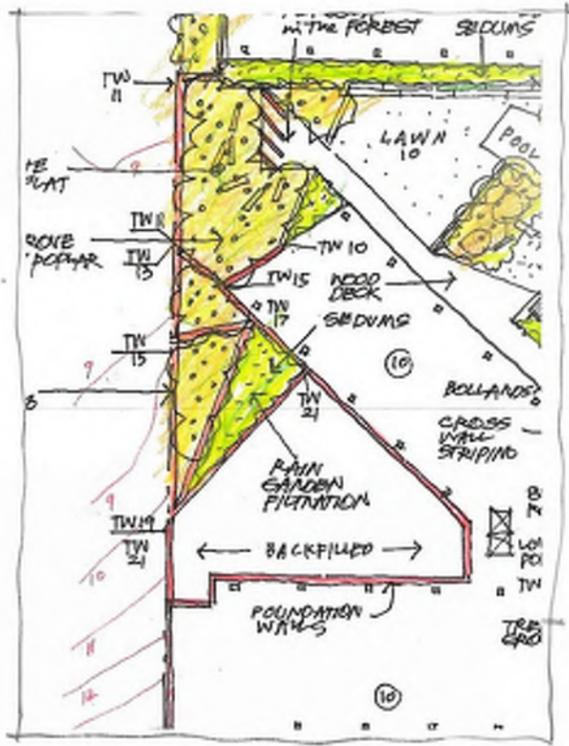
LEVEL 10



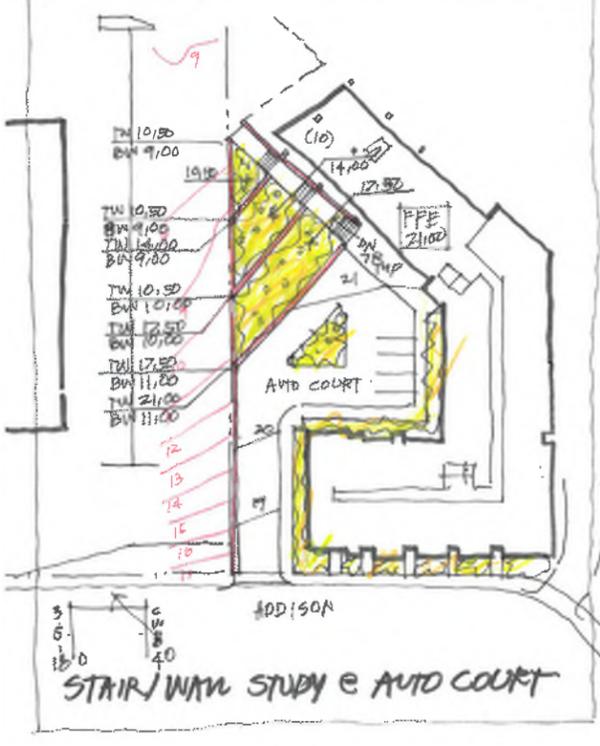
SWITCHBACKS



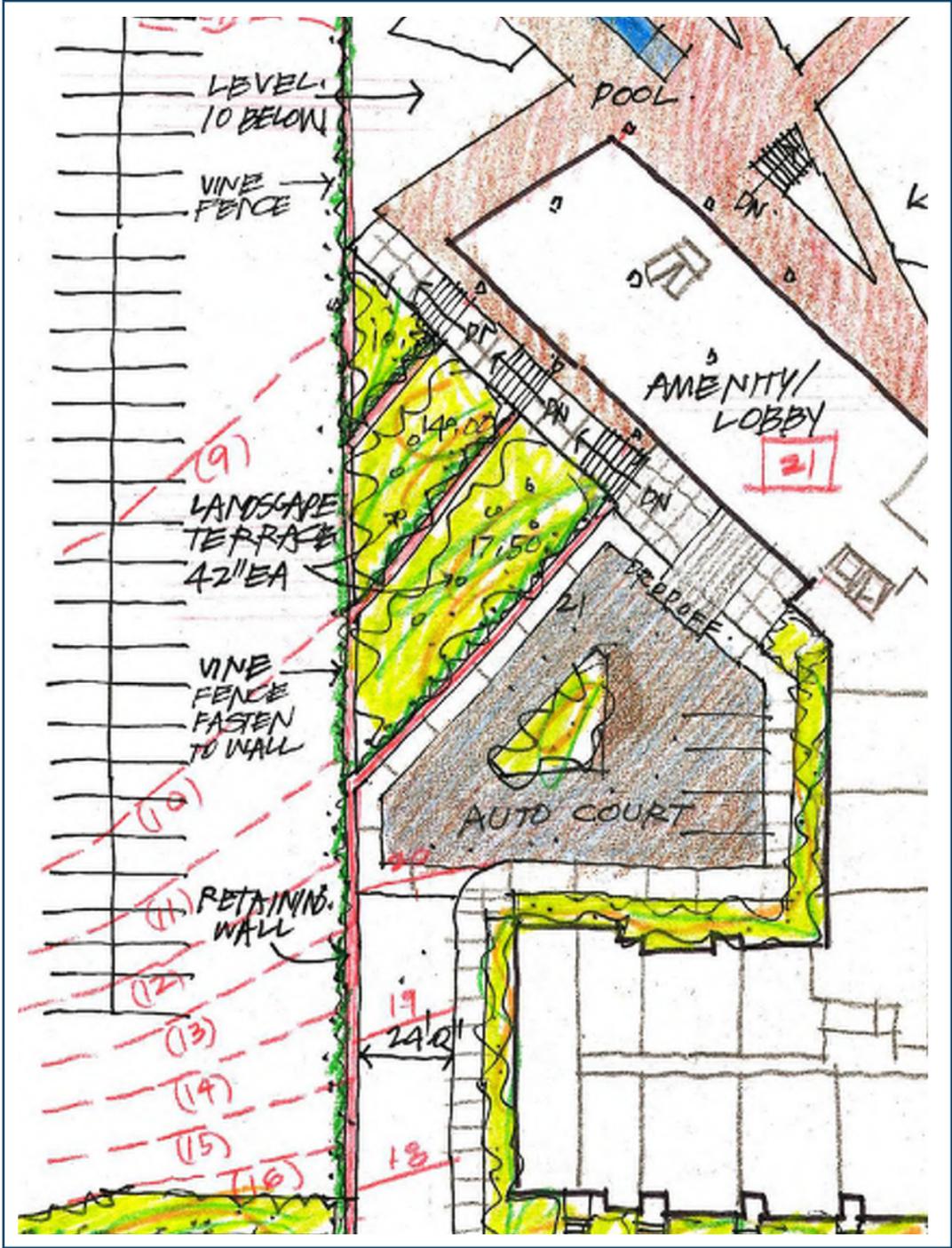
FLAT



ANGLES

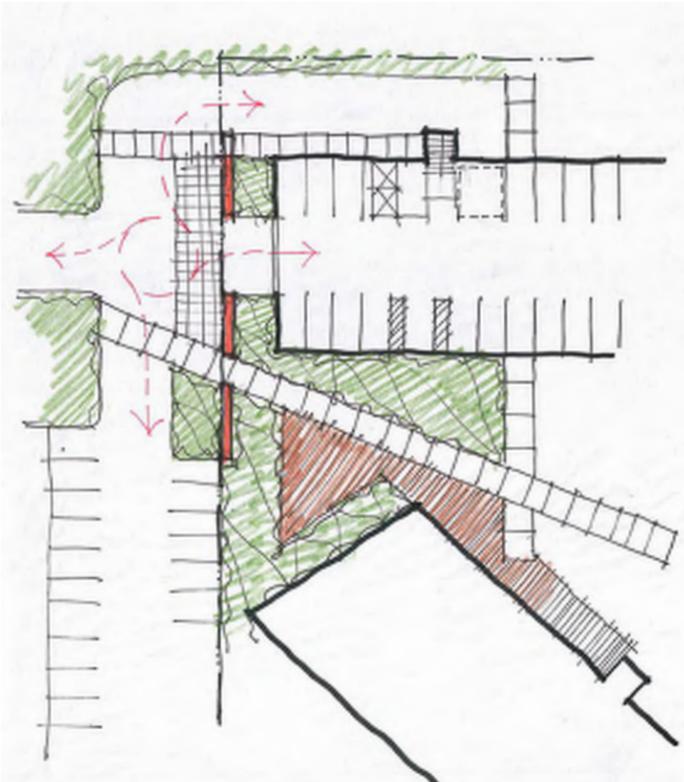


TERRACES

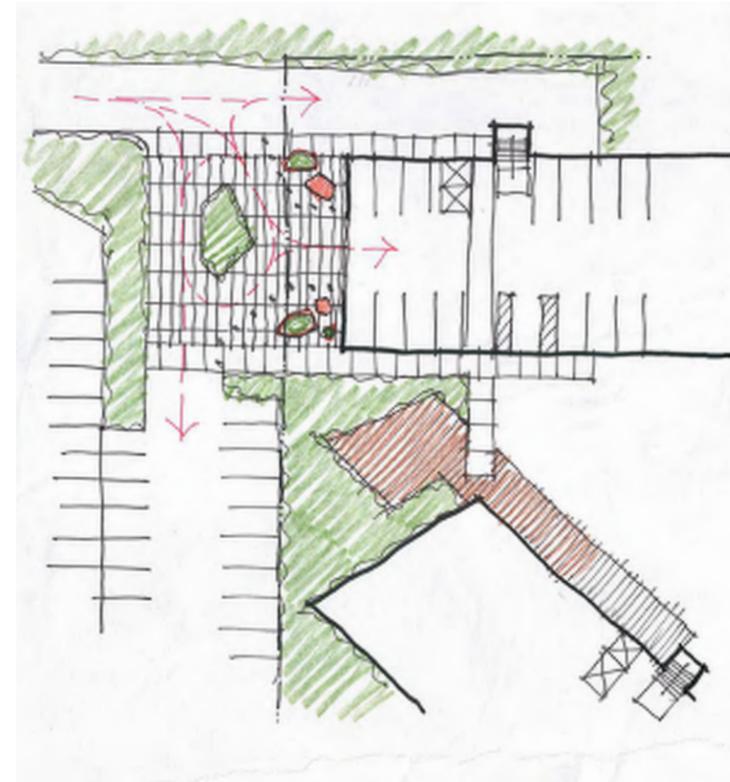


AUTO COURT ALTERNATIVES

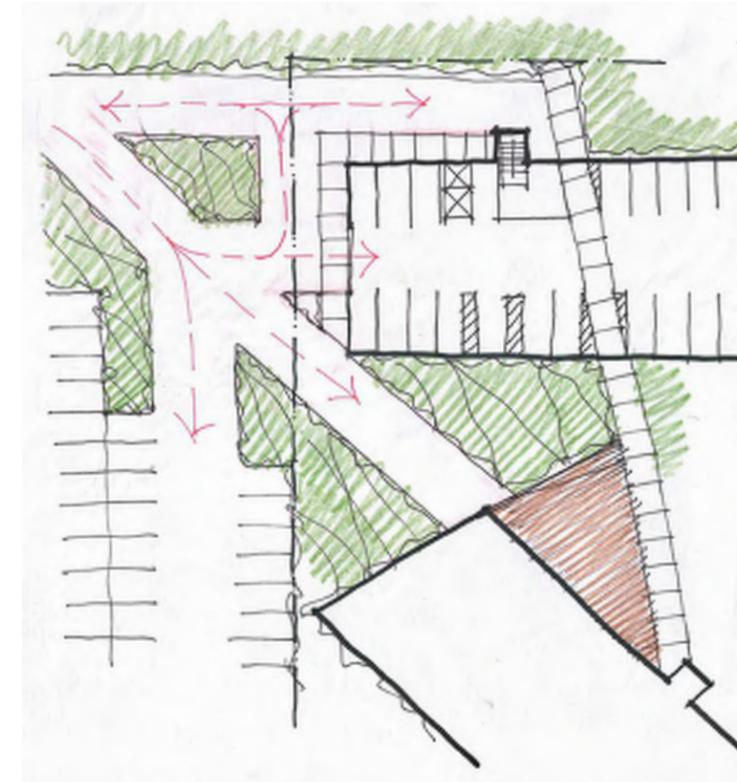
PLAZA W/ TURNAROUND 1



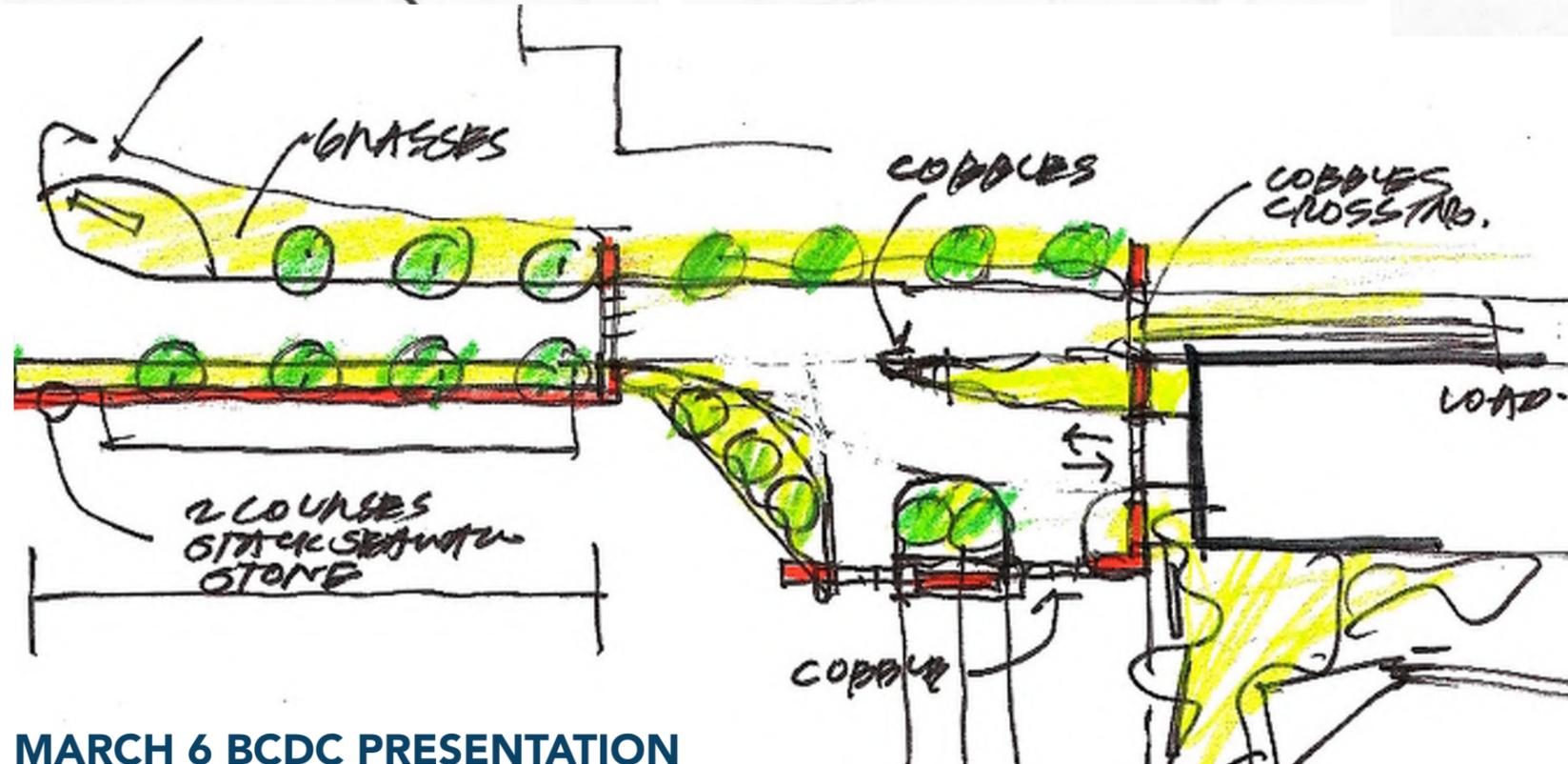
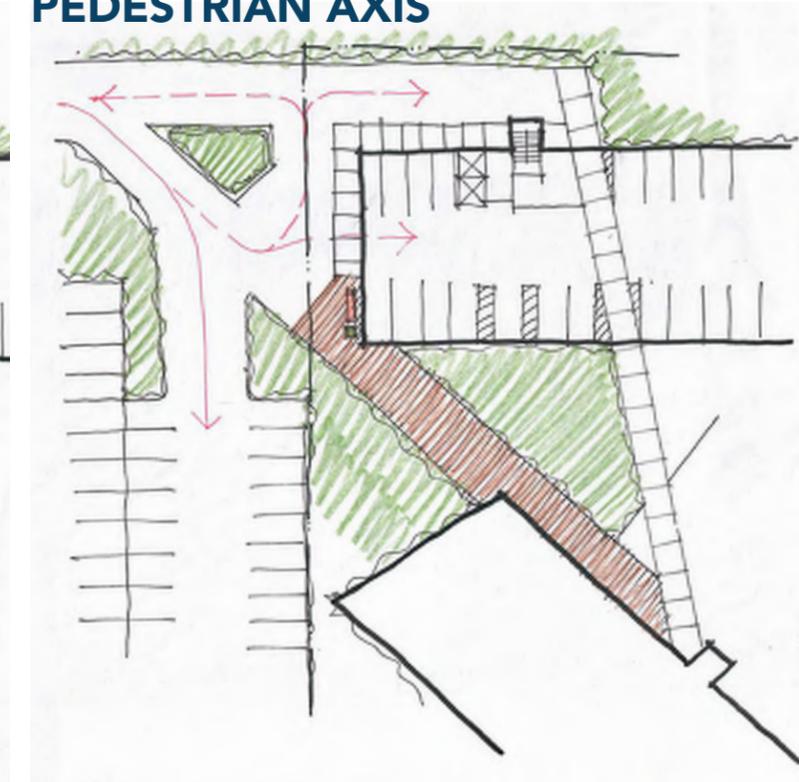
PLAZA W/ TURNAROUND 2



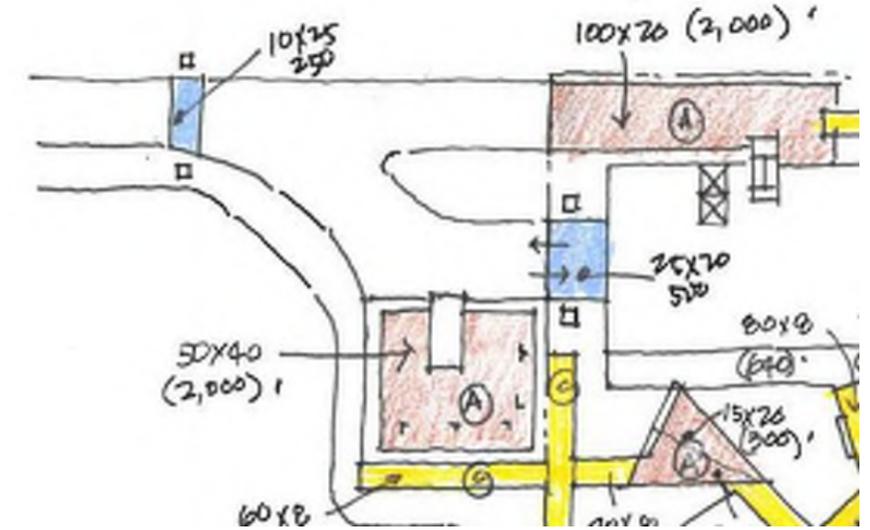
VEHICULAR LOADING



TURNAROUND, ALIGN W/ PEDESTRIAN AXIS

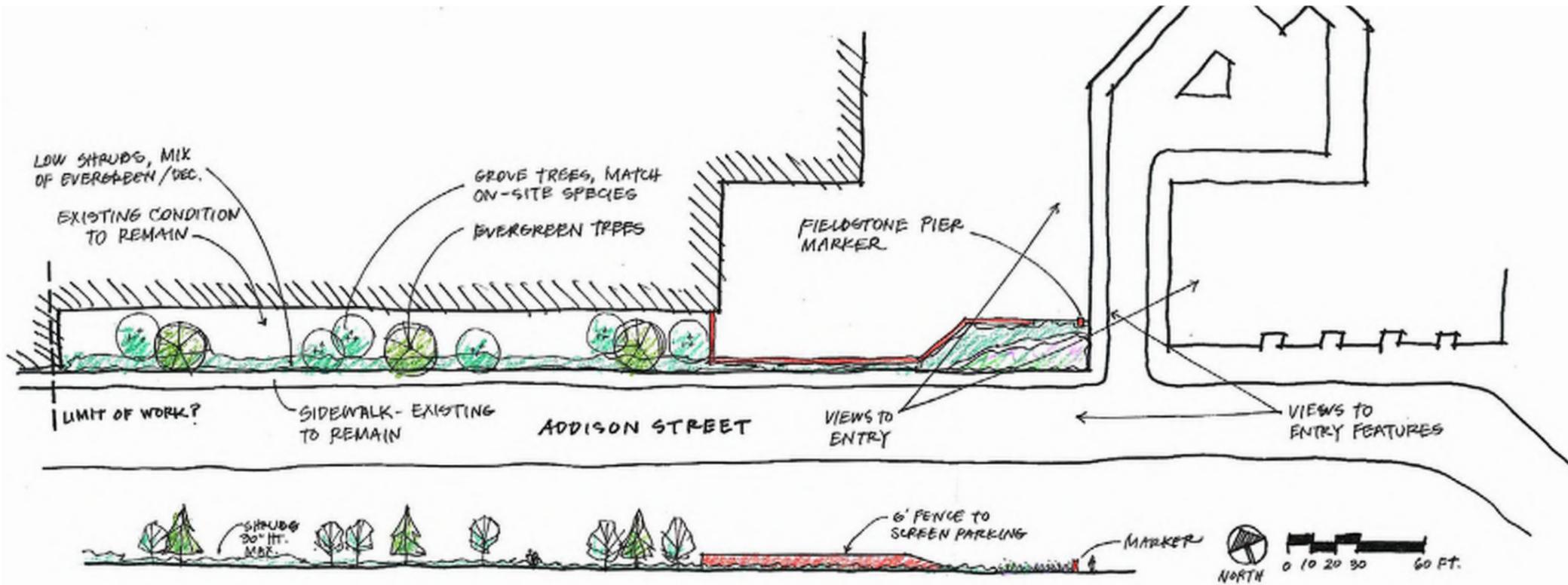


PLAZA W/ TURNAROUND 3

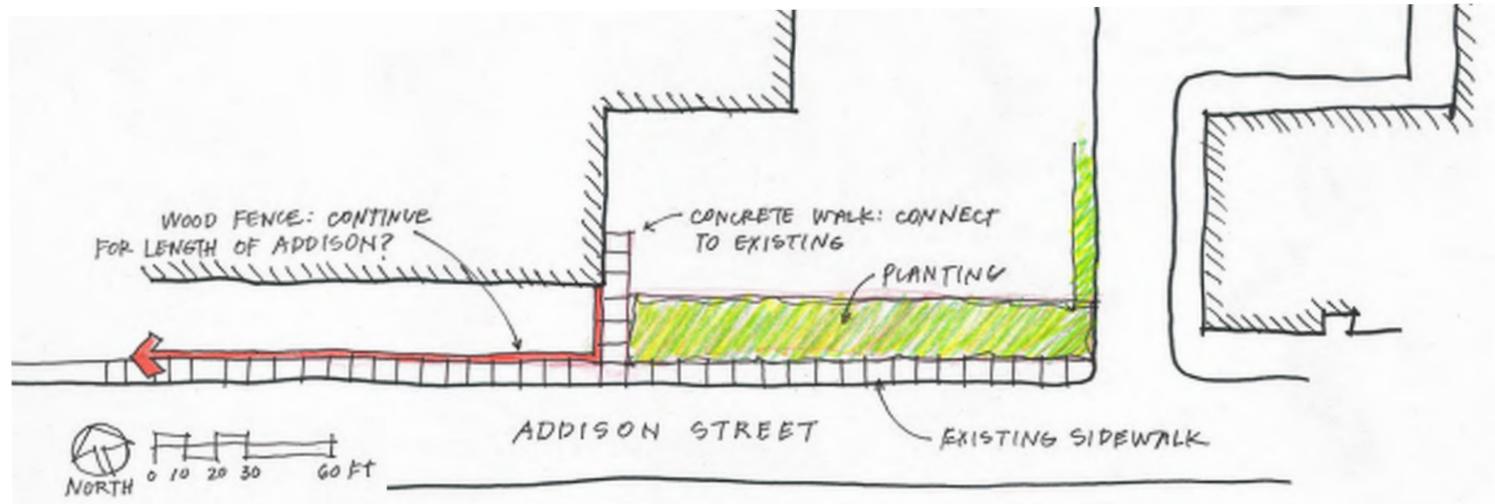


MARCH 6 BCDC PRESENTATION

MCLELLAN ENTRY DRIVE ALTERNATIVES



SCHEME A



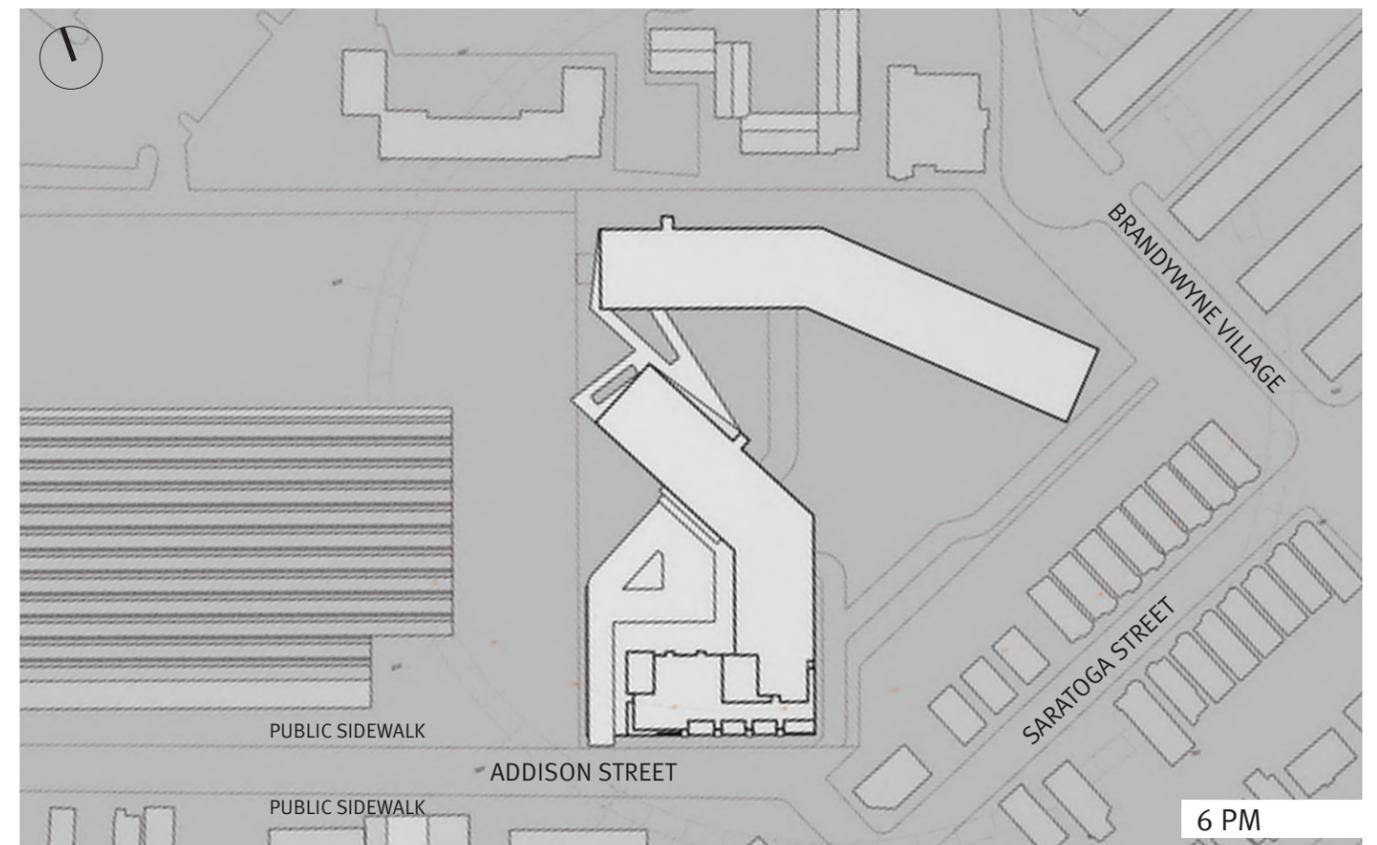
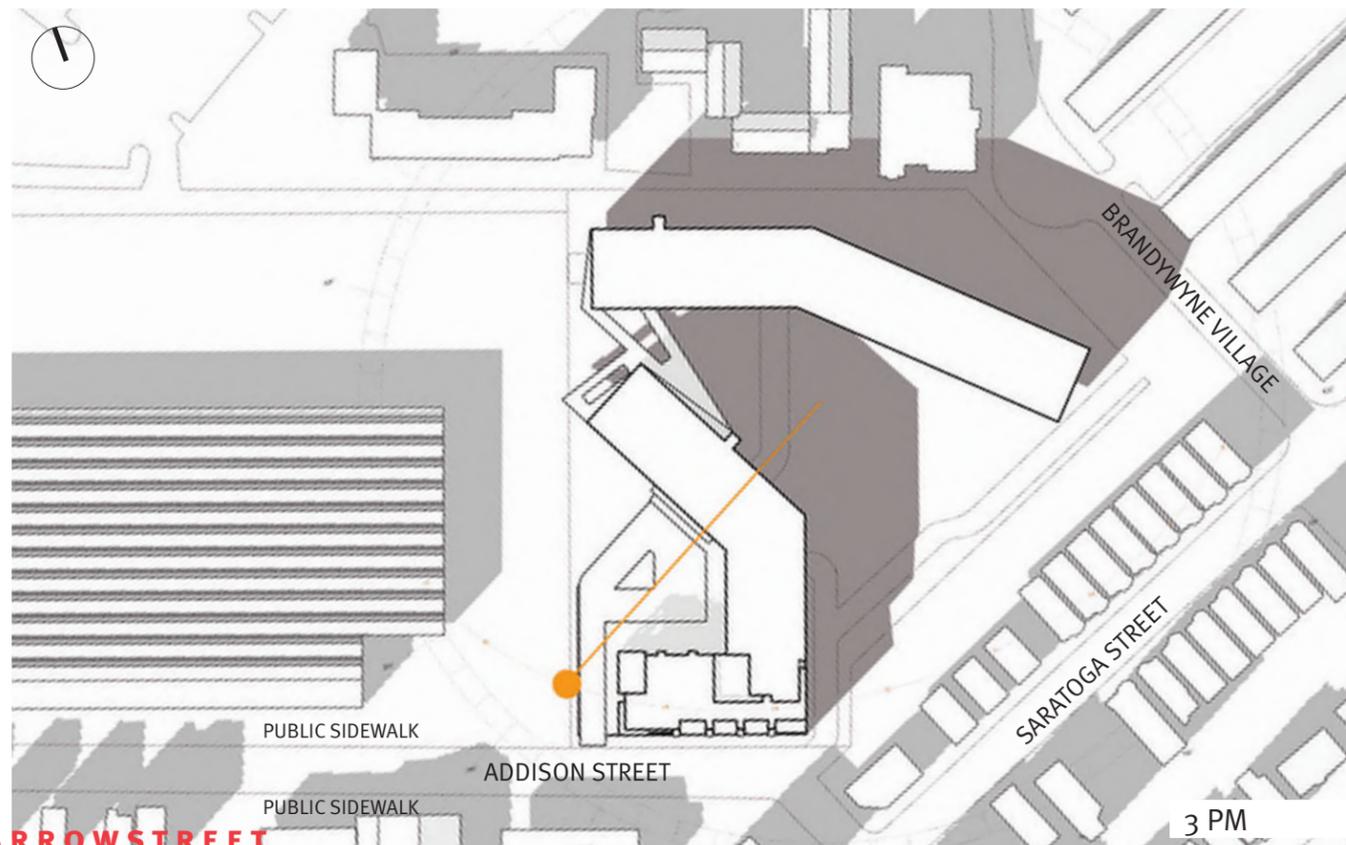
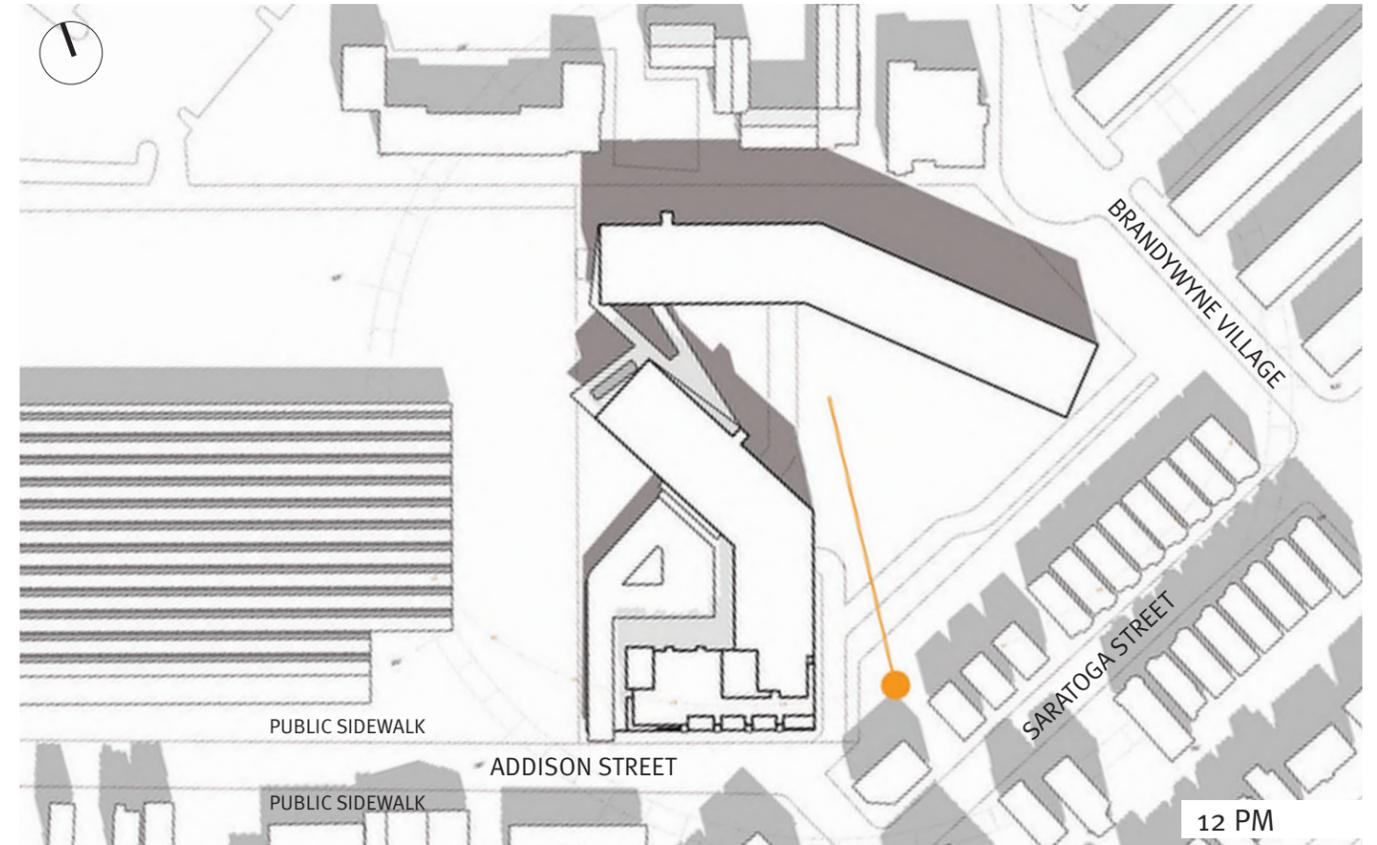
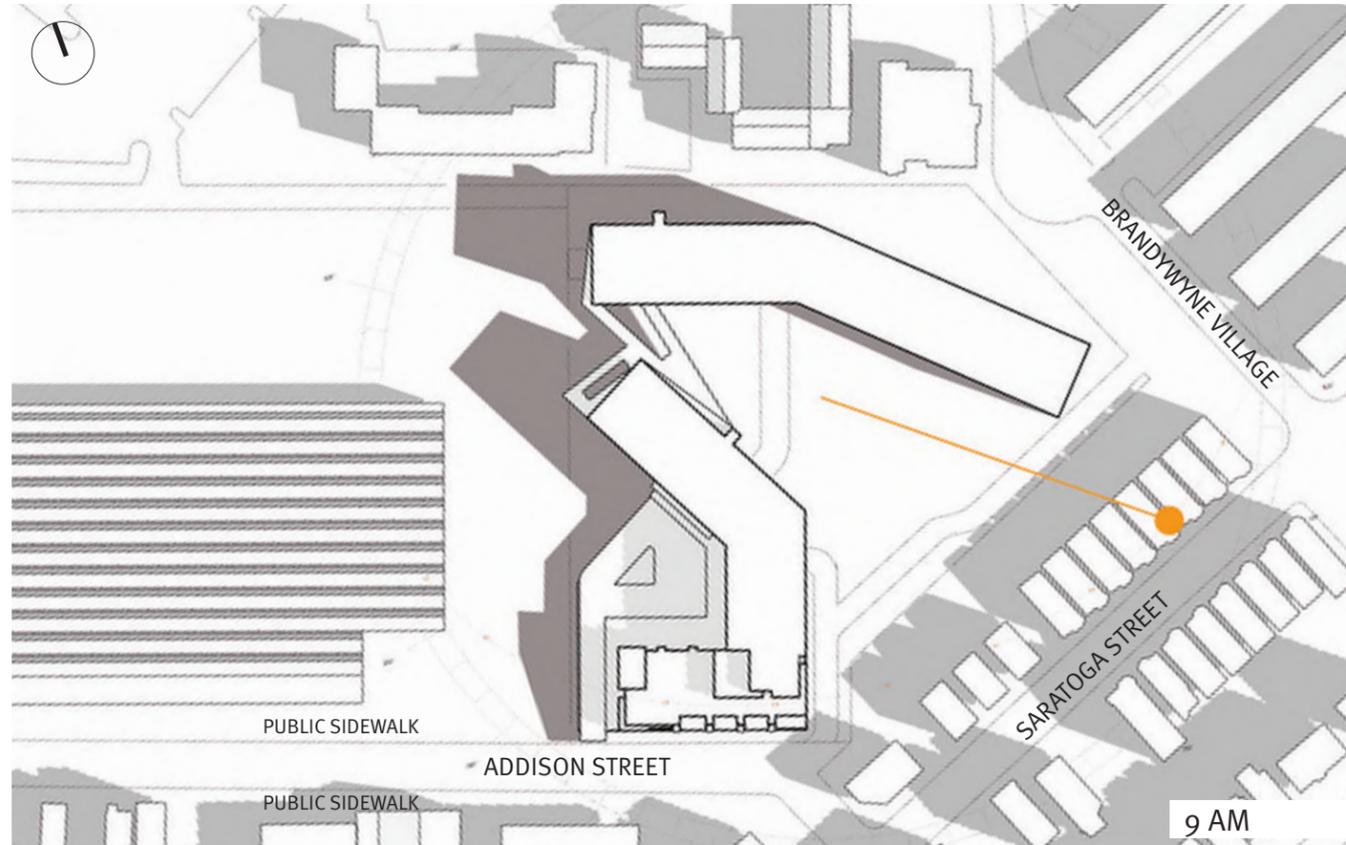
SCHEME B (PREFERRED)



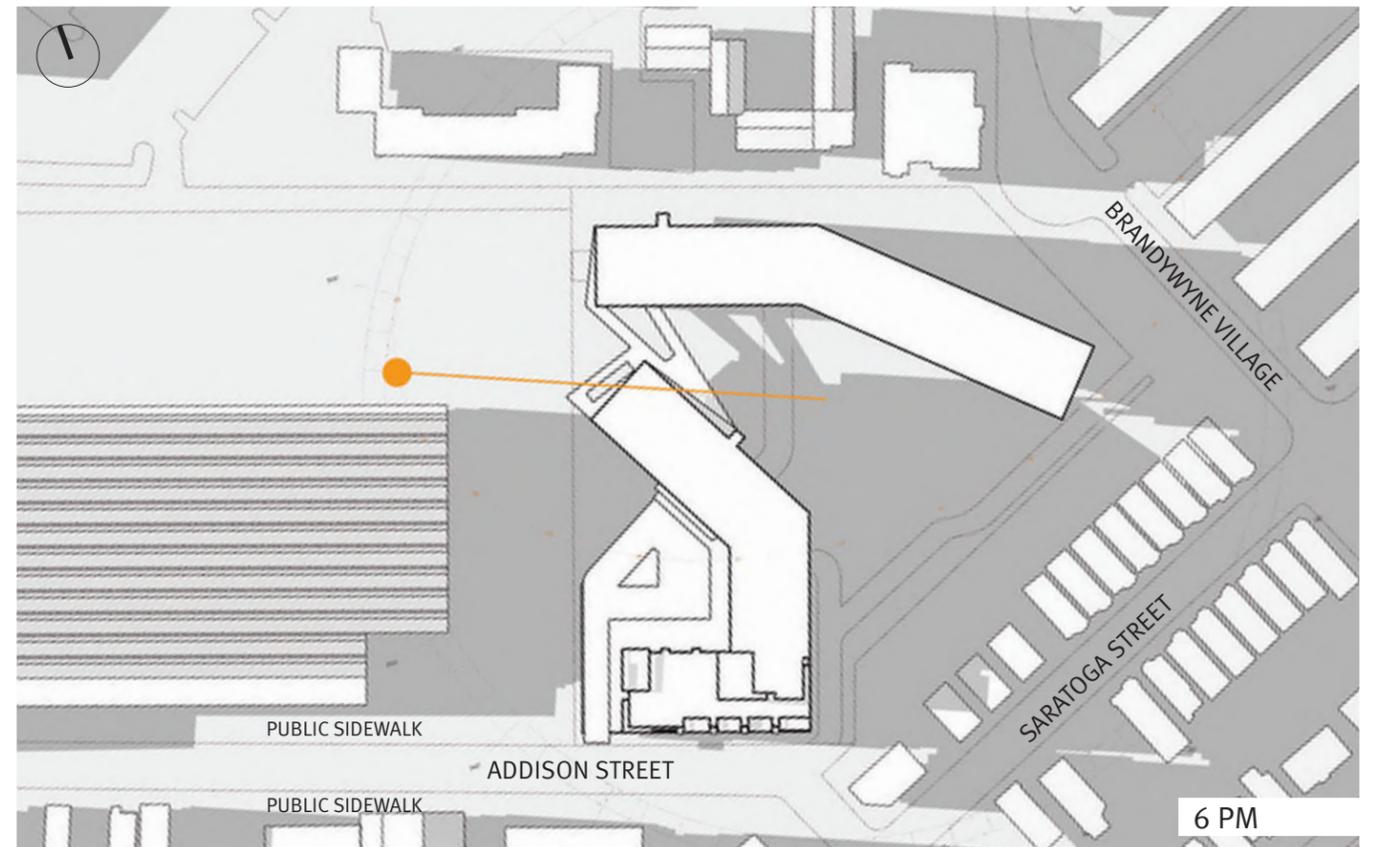
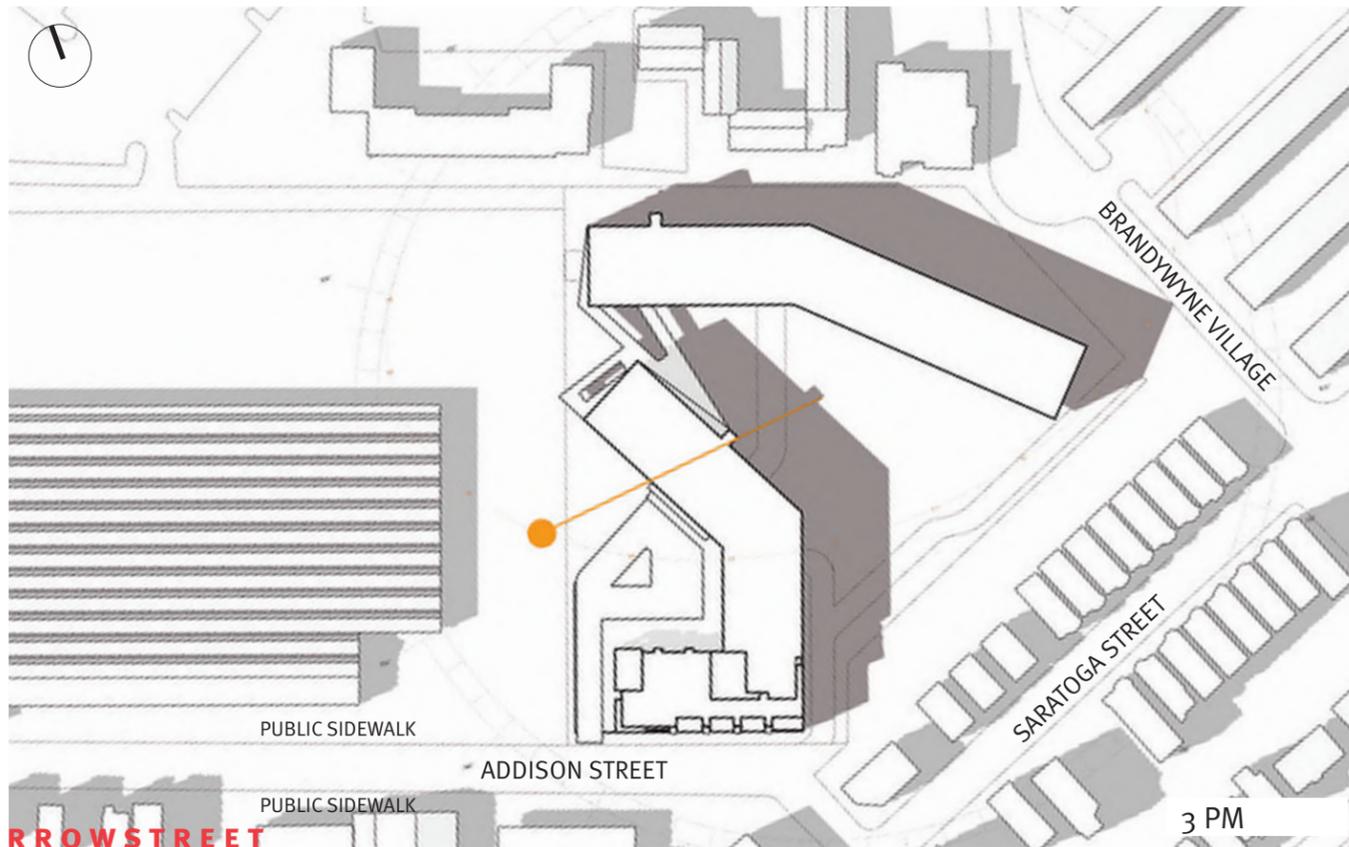
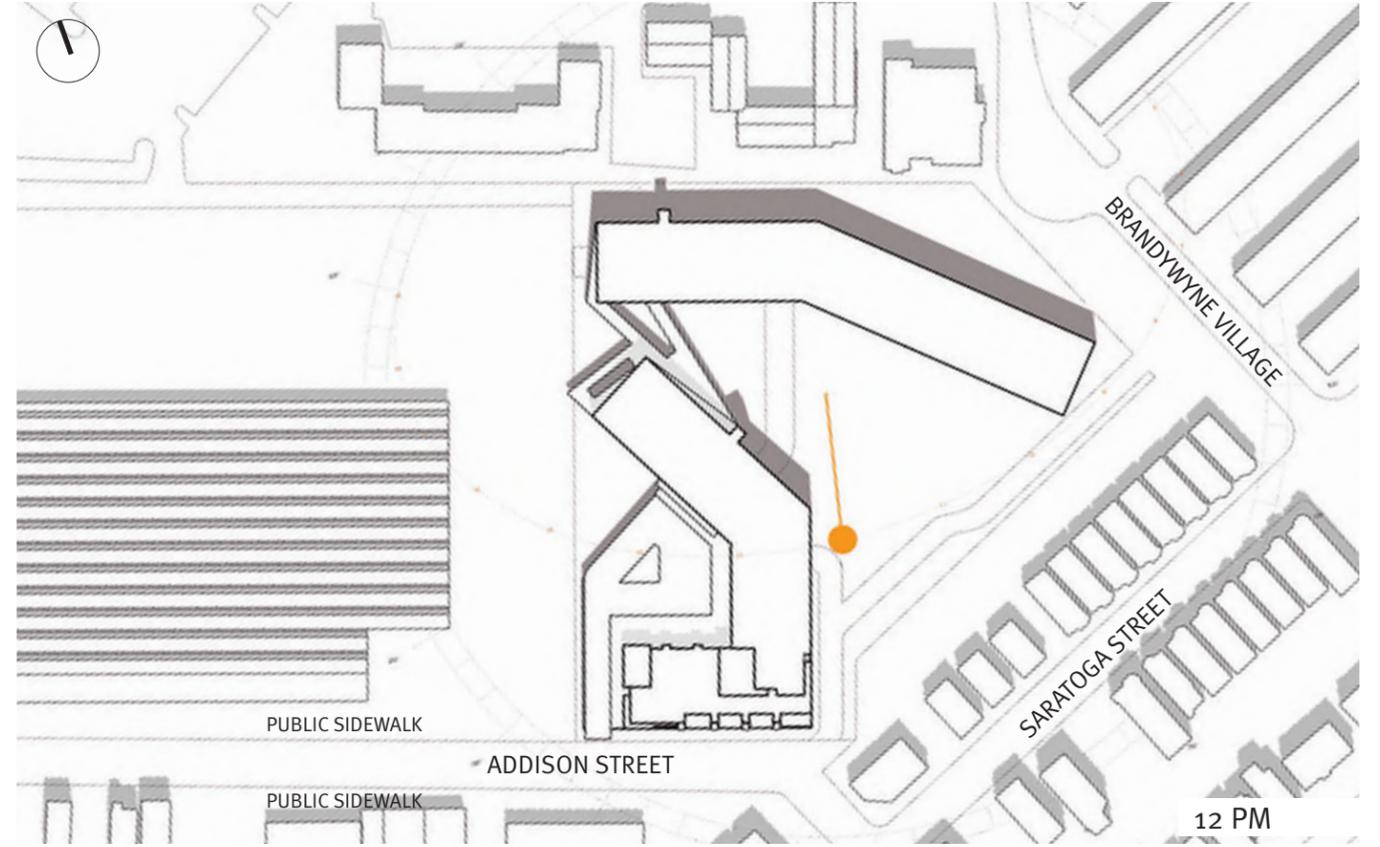
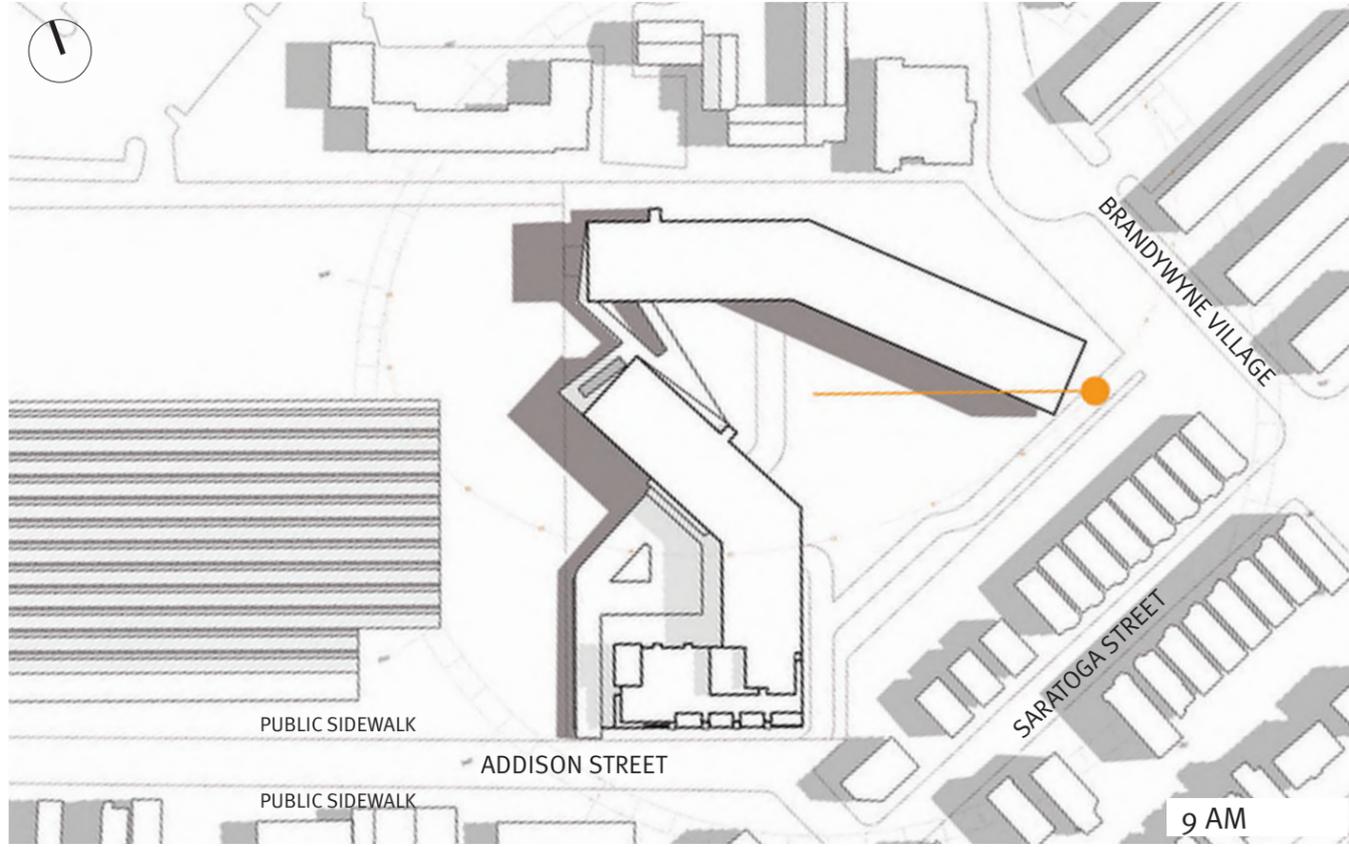
MARCH 6 BCDC PRESENTATION

ADDISON STREET APPROACH ALTERNATIVES

MARCH 21



JUNE 21



SEPTEMBER 21

