

PROJECT REVISIONS:

REDUCED BUILDING HEIGHT

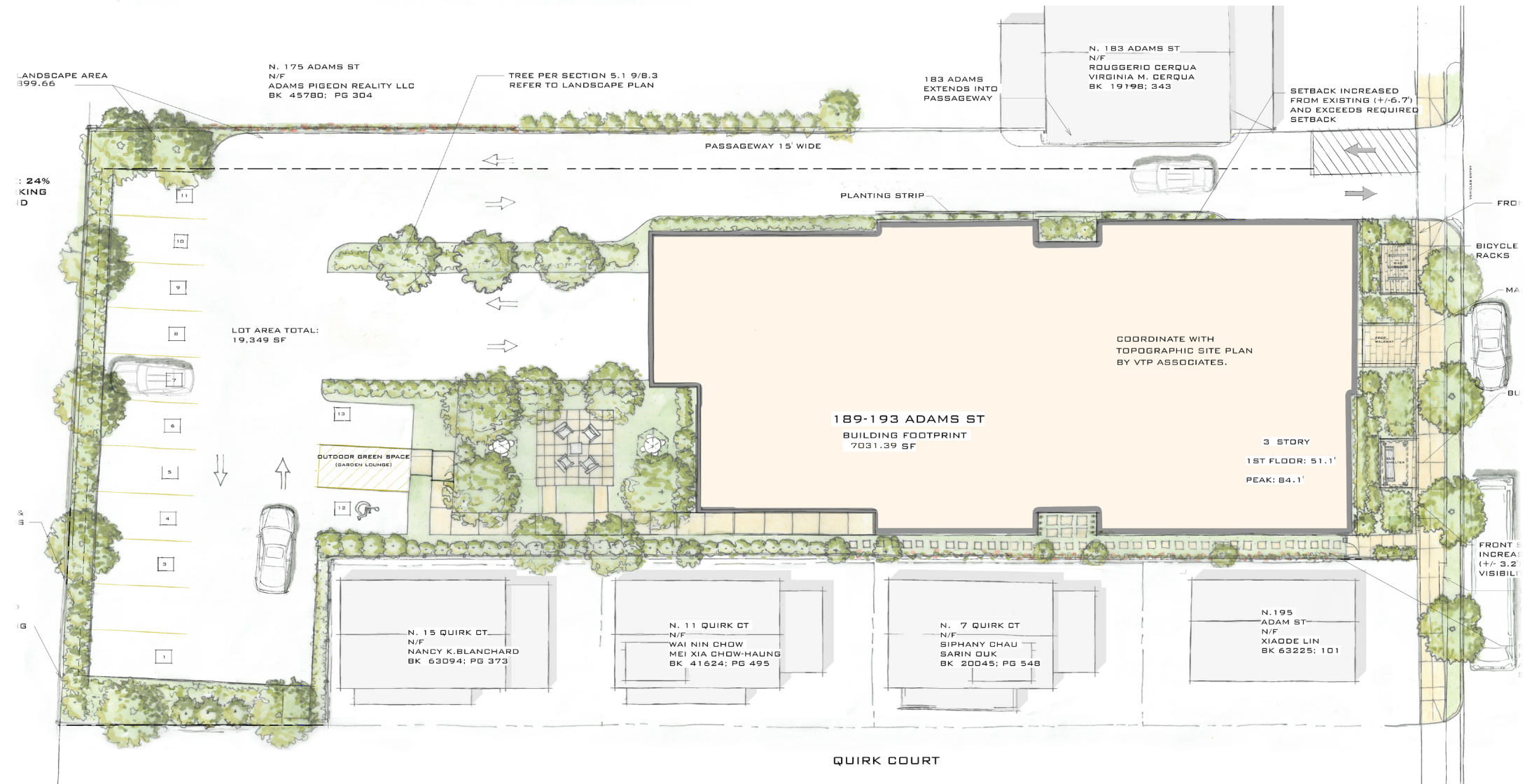
- 3 STORY
(PREVIOUSLY 4 STORY)
- 33' HEIGHT
(PREVIOUSLY 40' HEIGHT)

REDUCED NUMBER OF UNITS

- 15 UNITS
(PREVIOUSLY 18 UNITS)

REDUCED SQUARE FOOTAGE

- 19,922 GSF
(PREVIOUSLY 26,602 GSF)
- 1.03 FAR
(PREVIOUSLY 1.37 FAR)



REVISED MATERIALS

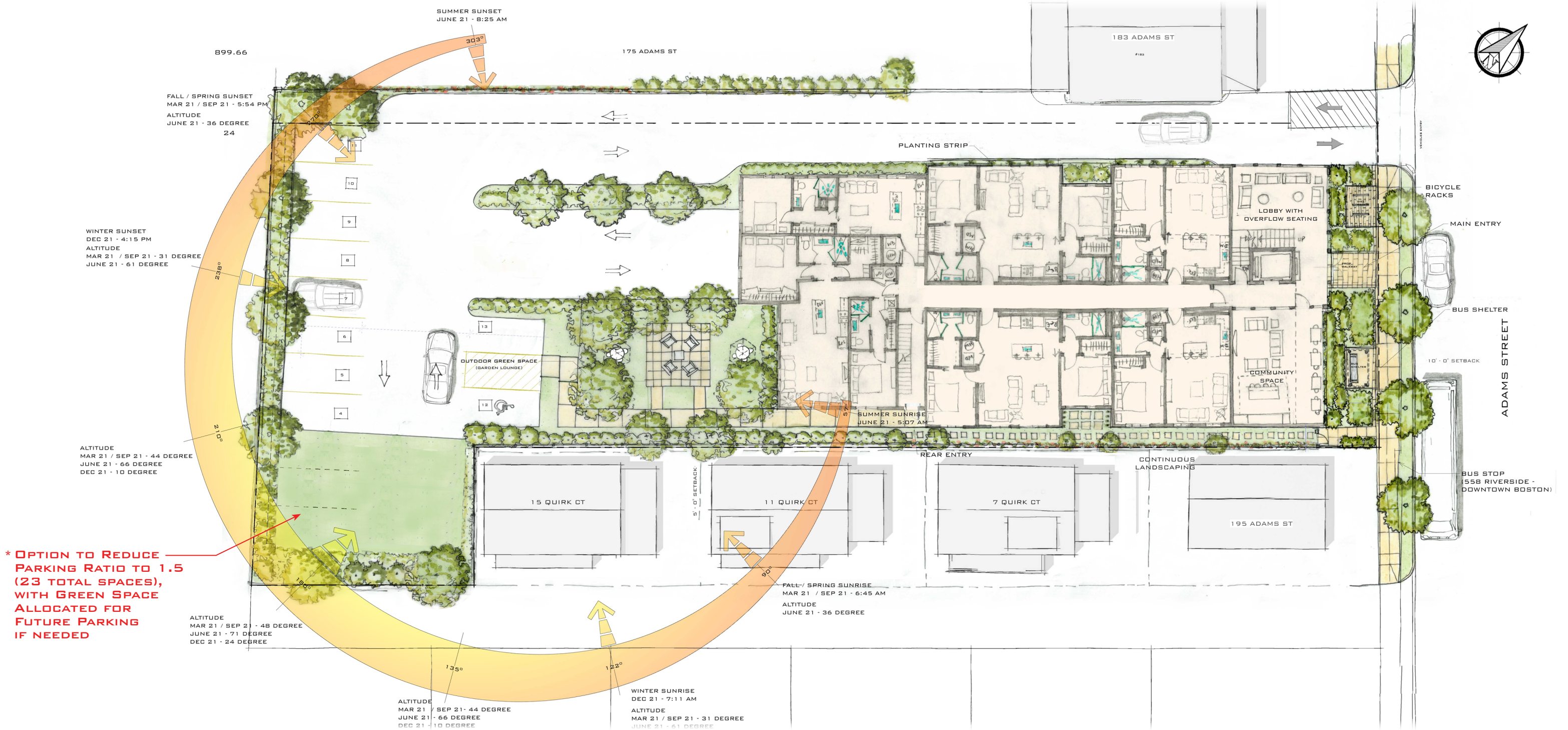
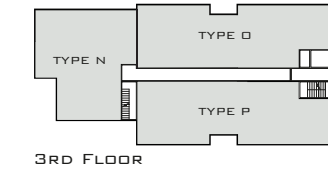
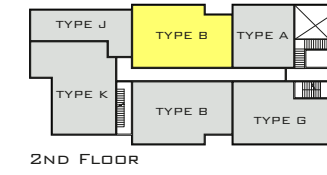
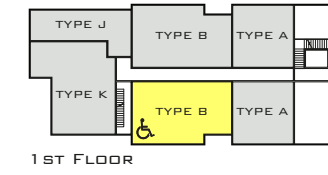
| | | |
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PROJECT OVERVIEW

ZONING DISTRICT : BU2
 LOT AREA : 19,349 SF
 BLDG. AREA : 19,922 SF (FAR 1.03)
 LOT COVERAGE : 7,031.39 SF / 36.3%
 # UNITS : 15 (2 INCLUSIONARY)
 PARKING SPACES: 27 (2 ACCESSIBLE)*
 PARKING RATIO: 1.8*

| | 1 BED BATH | 2 BED BATH | 3 BED BATH | TOTAL UNITS |
|--------------------|------------|------------|------------|-------------|
| 1ST FLOOR | 3 | 3 | | 6 |
| 2ND FLOOR | 2 | 4 | | 6 |
| 3RD FLOOR | | | 3 | 3 |
| TOTAL UNITS | 5 | 8 | 3 | 15 |

■ INCLUSIONARY UNIT



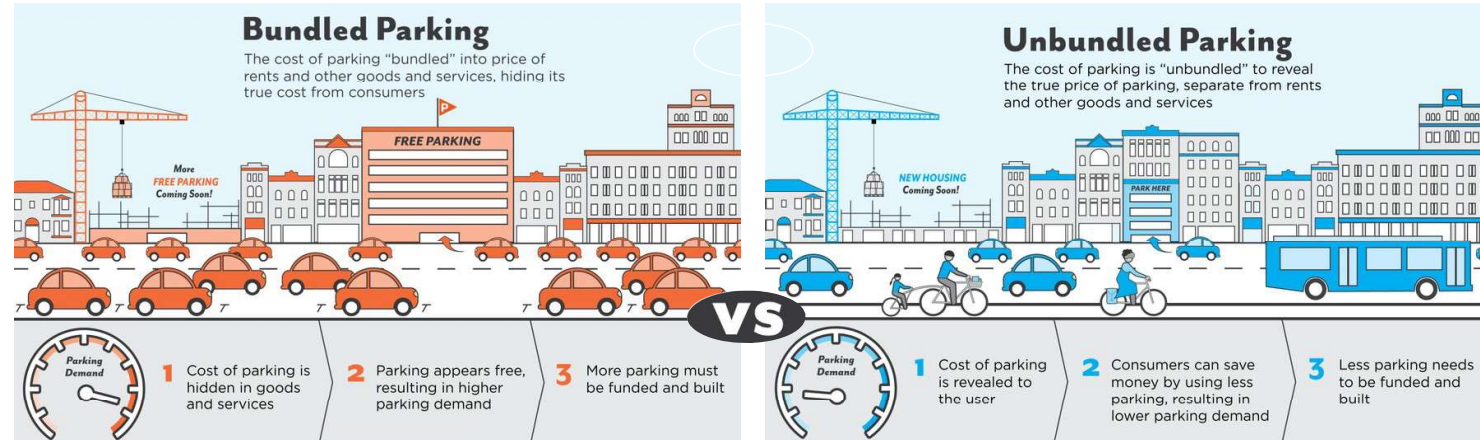
* OPTION TO REDUCE PARKING RATIO TO 1.5 (23 TOTAL SPACES), WITH GREEN SPACE ALLOCATED FOR FUTURE PARKING IF NEEDED

1ST FLOOR SITE PLAN

3/64" = 1'-0"

UNBUNDLED PARKING / PARKING MANAGEMENT

PARKING MANAGEMENT AFFECTS VEHICLE TRAVEL DEMAND. UNBUNDLED PARKING IS THE PRACTICE OF SELLING OR LEASING PARKING SPACES SEPARATE FROM THE PURCHASE OR LEASE OF THE COMMERCIAL OR RESIDENTIAL USE. UNBUNDLING PARKING PROVIDES A FINANCIAL INCENTIVE FOR THE TENANTS TO DRIVE LESS OR OWN FEWER CARS. THE PROJECT PROPONENT WILL NOT BE LEASING A PARKING SPACE OR SPACES WITH EACH INDIVIDUAL APARTMENT UNIT.



PUBLIC TRANSIT

TO ENCOURAGE THE USE OF TRANSIT BY THE APARTMENT TENANTS, THE MBTA TRANSIT SCHEDULE AND ROUTE INFORMATION WILL BE PROVIDED TO TENANTS. THE PROJECT WILL ALSO PROVIDE A NEW BUS SHELTER TO SERVE THE ADJACENT ROUTE 558 BUS STOP.



BICYCLE FACILITIES

MAJOR DETERRENTS TO BICYCLE TRANSPORTATION INCLUDE INADEQUATE PARKING FACILITIES AND FEAR OF THEFT. PROVIDING SECURE BICYCLE RACKS PROVIDES THE CYCLIST WITH A DEGREE OF COMFORT, KNOWING THEIR BICYCLE IS SAFE, AND AS SUCH MORE LIKELY TO BE USED AS A MEANS OF TRAVEL TO/FROM WORK OR FOR RECREATION. WITHIN THE SITE, SECURE BIKE RACKS (6 STALLS) AND ON-SITE BICYCLE STORAGE (40+ STALLS) WILL BE PROVIDED.



RIDESHARING / BIKE SHARING

TO PROMOTE RIDESHARING BY BUILDING RESIDENTS, INFORMATION REGARDING CARPOOLING AND ITS BENEFITS WILL BE DISTRIBUTED TO ALL INTERESTED CARPOOLERS. INFORMATION REGARDING MASSDOT'S MASSRIDES PROGRAM WILL BE POSTED IN COMMON AREAS AND PROVIDED BY THE PROPERTY MANAGER, ALONG WITH UPDATES ON ANY NEW RIDE SHARE OR BIKE SHARE PROGRAMS AS THEY BECOME AVAILABLE (E.G. LIME BIKE, SPIN, ETC.).

THE DEVELOPMENT TEAM IS IN COMMUNICATION WITH NEWTON'S DIRECTOR OF TRANSPORTATION PLANNING TO ESTABLISH A BIKE SHARE "HOT SPOT" IN FRONT OF THE BUILDING.



"WE'RE THRILLED TO HAVE A STATE-OF-THE-ART DOCK-LESS BIKE SHARE PROGRAM IN NEWTON THROUGH A GROUNDBREAKING COLLABORATION LINKING THESE 15 COMMUNITIES. THIS OUTSIDE-THE-BOX THINKING WILL HELP MAKE TRAVELING THROUGH OUR CITY EASIER, GREENER, MORE ACCESSIBLE AND FUN."

MAYOR RUTHANNE FULLER

PROJECTED TRAFFIC VOLUMES

EXCERPTED FROM TRAFFIC IMPACT & ACCESS STUDY BY BAYSIDE ENGINEERING:

DAILY VEHICLE TRIPS

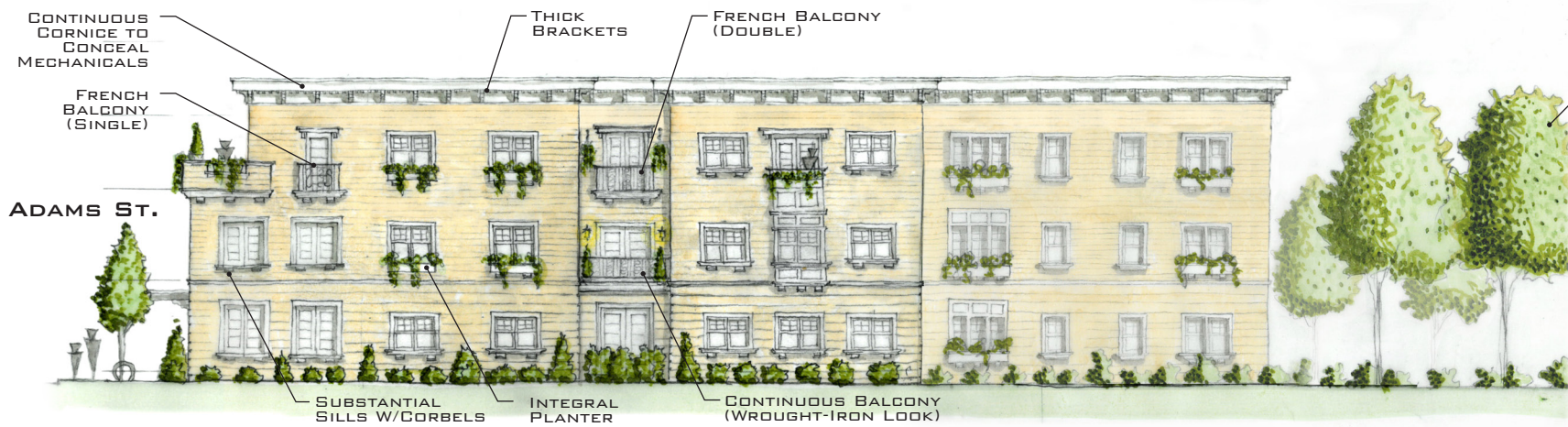
BASED ON GENERIC INDUSTRY STANDARDS (INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION MANUAL, 10TH EDITION), ON A TYPICAL WEEKDAY, THE 18-UNIT RESIDENTIAL DEVELOPMENT IS EXPECTED TO GENERATE 96 DAILY VEHICLE TRIPS (48 VEHICLES ENTERING AND 48 VEHICLES EXITING).*

WITH THE EXISTING AVAILABLE PUBLIC TRANSPORTATION, IT IS EXPECTED THAT THE TRAFFIC GENERATION WILL BE LOWER. BASED ON A RECENTLY COMPLETED STUDY BY THE CITY OF NEWTON, NEWTON LEADS 2040, 13% OF NEWTON RESIDENTS USE PUBLIC TRANSIT, 4% WALK AND 1% BICYCLE. THIS WOULD REDUCE THE PROPOSED TRAFFIC GENERATION BY APPROXIMATELY 18% (APPROXIMATELY 18 DAILY VEHICLE TRIPS).**

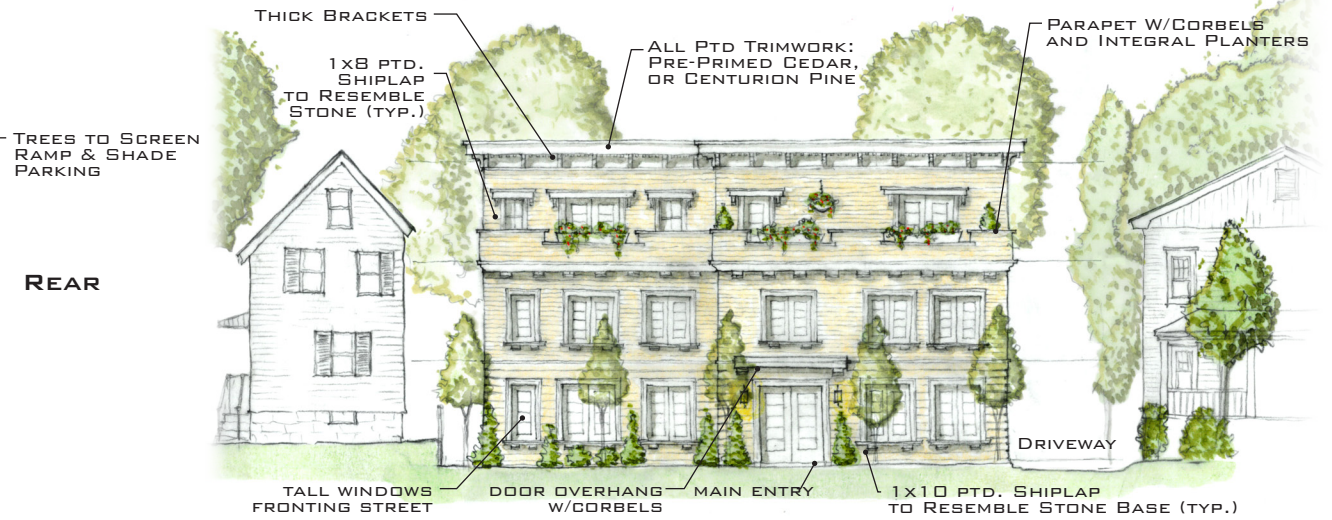
* THIS PROJECTION IS BASED ON THE ORIGINALLY-PROPOSED 18-UNIT PROJECT. REDUCING THE UNIT COUNT TO 15 WOULD REDUCE GENERIC DAILY VEHICLE TRIP PROJECTION BY AN ADDITIONAL 16.7%.

** NOTE THAT THESE PERCENTAGES REFLECT OVERALL TRANSIT PATTERNS IN THE CITY OF NEWTON. CONSIDERING NONANTUM'S STATUS AS THE MOST WALKABLE NEIGHBORHOOD IN NEWTON, ACTUAL TRANSIT USE IS LIKELY HIGHER FOR THIS PROJECT SITE. WHILE IT IS DIFFICULT TO ACCURATELY PREDICT THE EFFECT OF TRANSPORTATION DEMAND MANAGEMENT STRATEGIES ON OVERALL VEHICULAR TRIPS, IT IS EXPECTED THAT THE NUMEROUS TDM STRATEGIES WILL FURTHER REDUCE THE TOTAL NUMBER OF DAILY VEHICLE TRIPS.

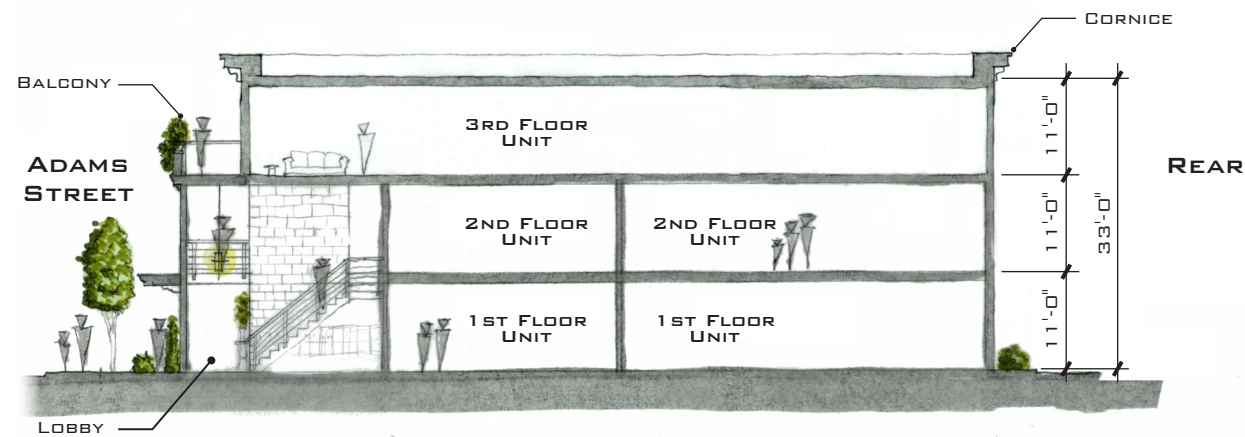
| | | | |
|---------------------------------------|----------------|--------------------------------|------|
| BASELINE PROJECTION @ 15 UNITS | = 80 | BASELINE PROJECTION @ 18 UNITS | = 96 |
| 18% REDUCTION @ 15 UNITS | = 66 | 18% REDUCTION @ 18 UNITS | = 78 |
| PROJECTION AFTER TDM PLAN | < 66 | PROJECTION AFTER TDM PLAN | < 78 |



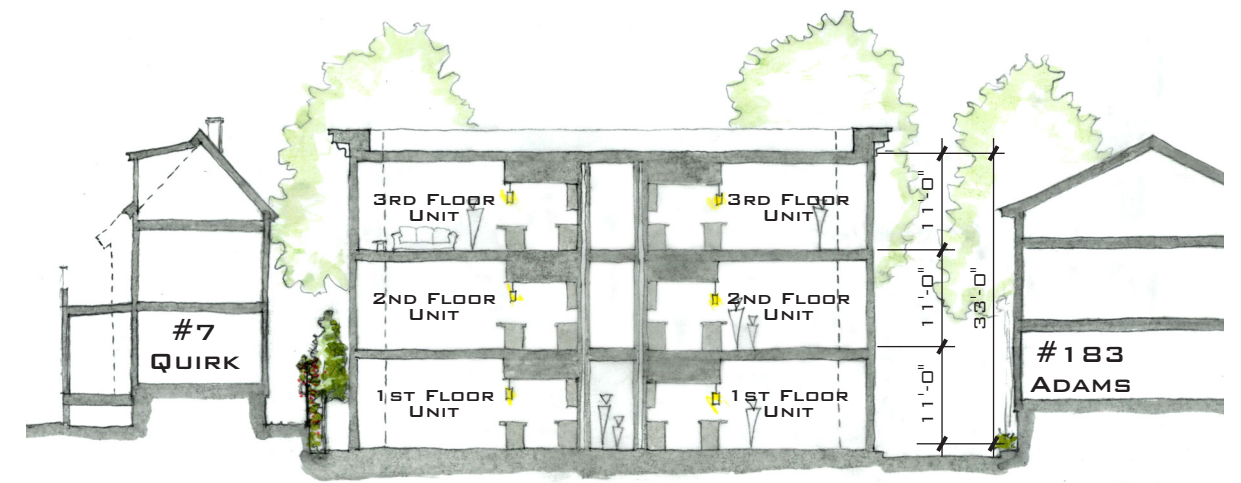
SIDE ELEVATION FACING DRIVEWAY — SEE PG 7 FOR ADDITIONAL DETAIL



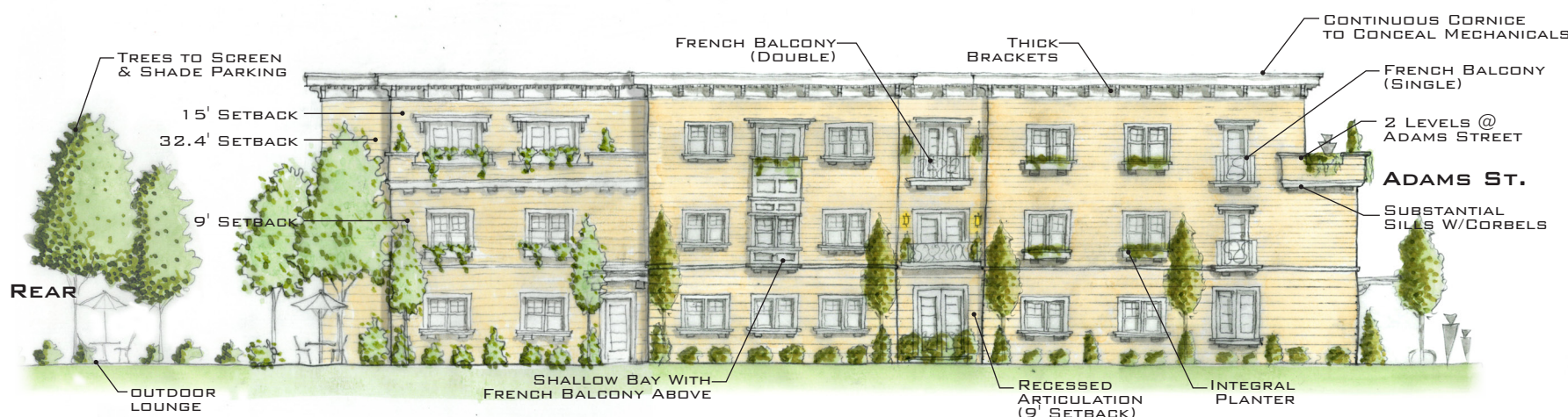
ADAMS (FRONT) ELEVATION — SEE PG 6 FOR ADDITIONAL DETAIL



LONGITUDINAL SECTION



TRANSVERSE SECTION — SEE PG 13 FOR ADDITIONAL DETAIL



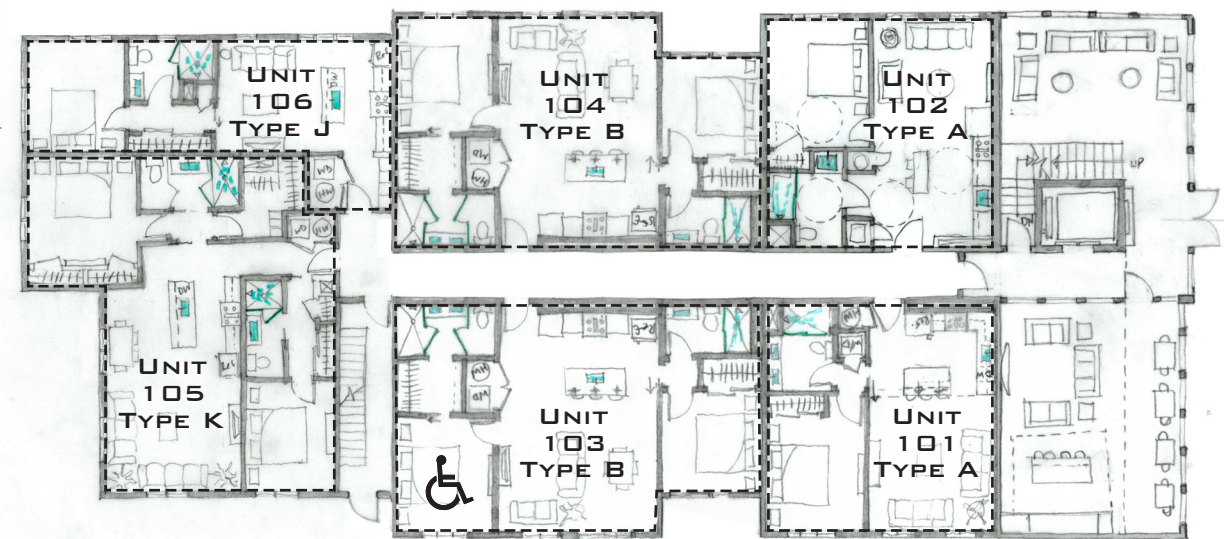
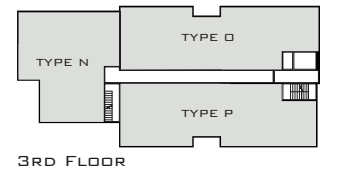
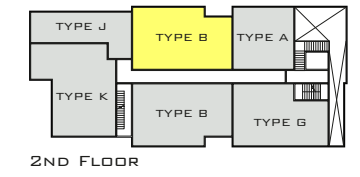
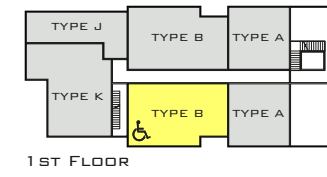
SIDE ELEVATION FACING QUIRK COURT



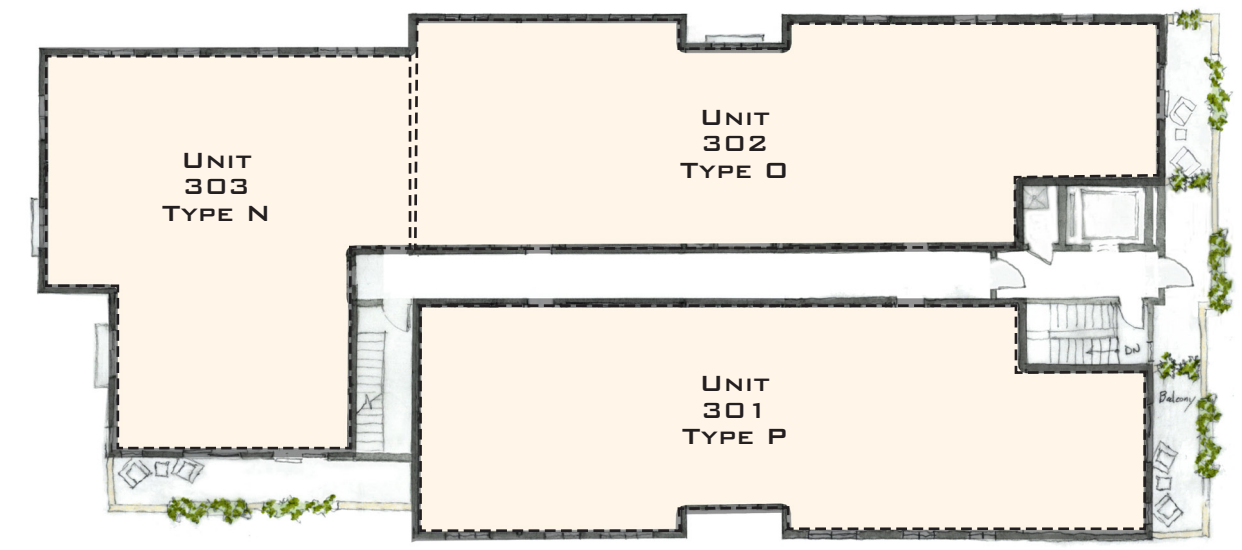
REAR ELEVATION

| | 1 BED BATH | 2 BED BATH | 3 BED BATH | TOTAL UNITS |
|--------------------|------------|------------|------------|-------------|
| 1ST FLOOR | 3 | 3 | | 6 |
| 2ND FLOOR | 2 | 4 | | 6 |
| 3RD FLOOR | | | 3 | 3 |
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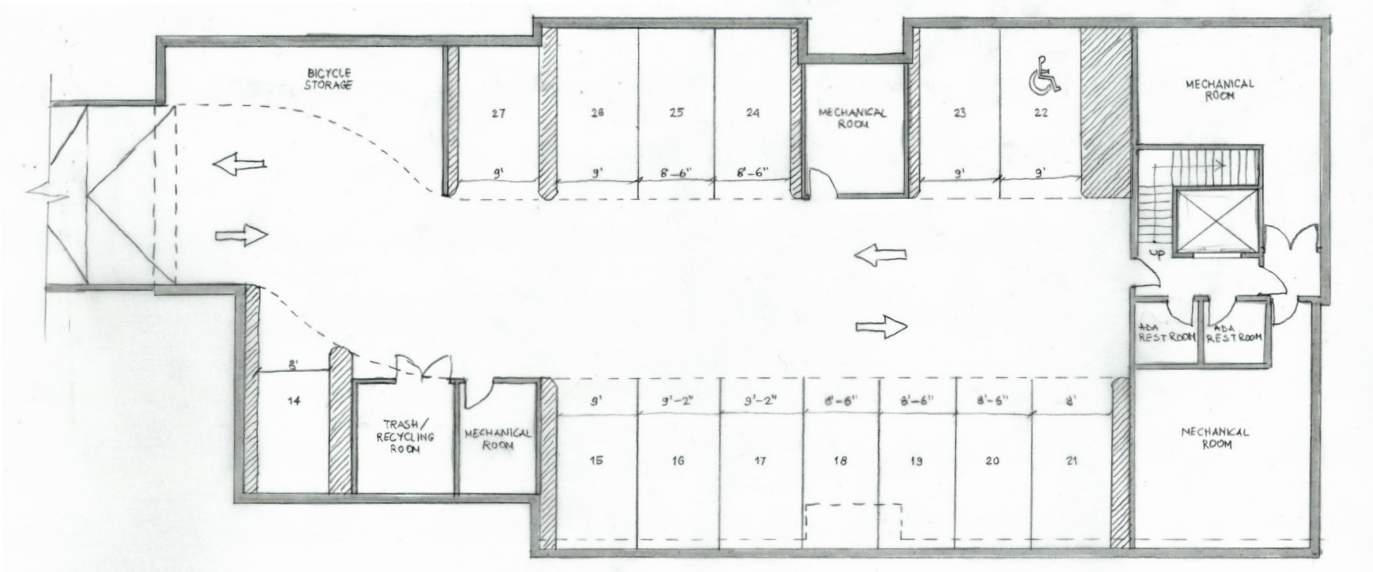
■ INCLUSIONARY UNIT



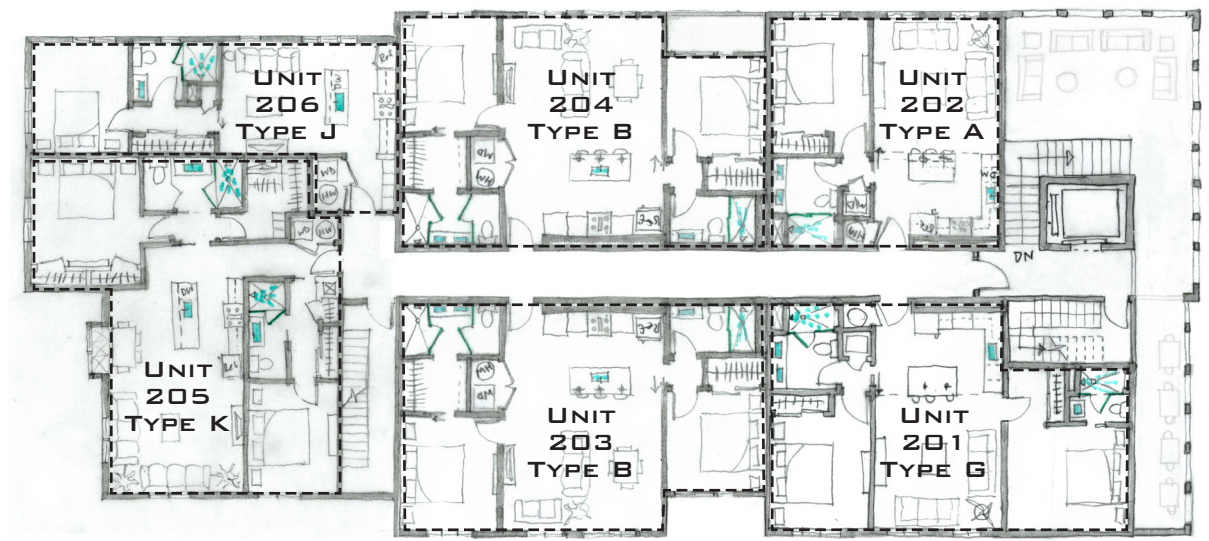
1ST FLOOR PLAN



3RD FLOOR PLAN



BASEMENT FLOOR PLAN



2ND FLOOR PLAN



THICK BRACKETS

1X8 PTD. SHIPLAP TO RESEMBLE STONE (TYP.)

ALL PTD TRIMWORK: PRE-PRIMED CEDAR, CENTURION PINE, OR PVC

PARAPET W/CORBELS AND INTEGRAL PLANTERS



TALL WINDOWS FRONTING STREET

DOOR OVERHANG W/CORBELS

MAIN ENTRY

1X10 PTD. SHIPLAP TO RESEMBLE STONE BASE (TYP.)

DRIVEWAY

ADAMS (FRONT) ELEVATION DETAIL

1/8" = 1'-0"



CONTINUOUS CORNICE TO CONCEAL MECHANICALS

FRENCH BALCONY (SINGLE)

THICK BRACKETS

FRENCH BALCONY (DOUBLE)

ADAMS ST.



SUBSTANTIAL SILLS W/ CORBELS

INTEGRAL PLANTER

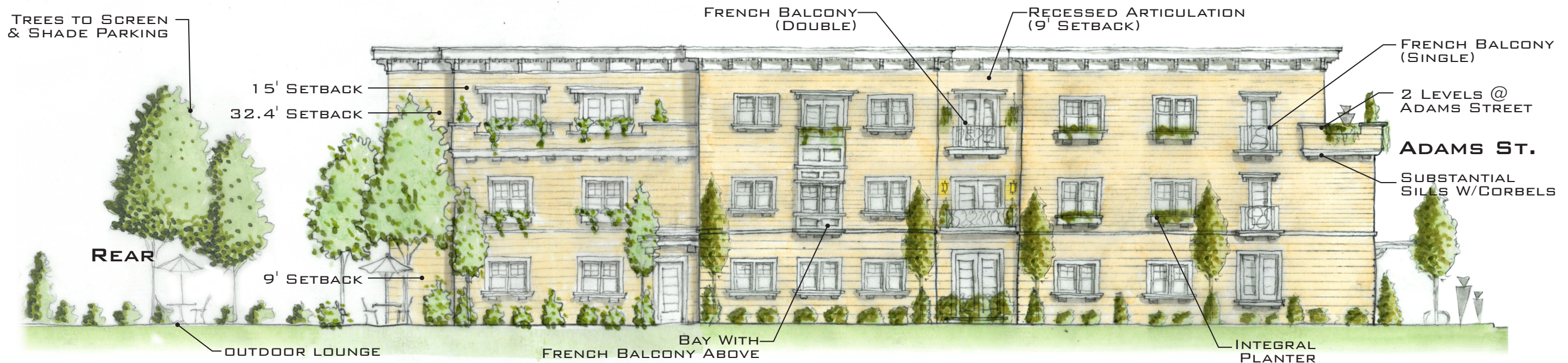
CONTINUOUS BALCONY (WROUGHT-IRON LOOK)

SIDE ELEVATION DETAIL

1/8" = 1'-0"

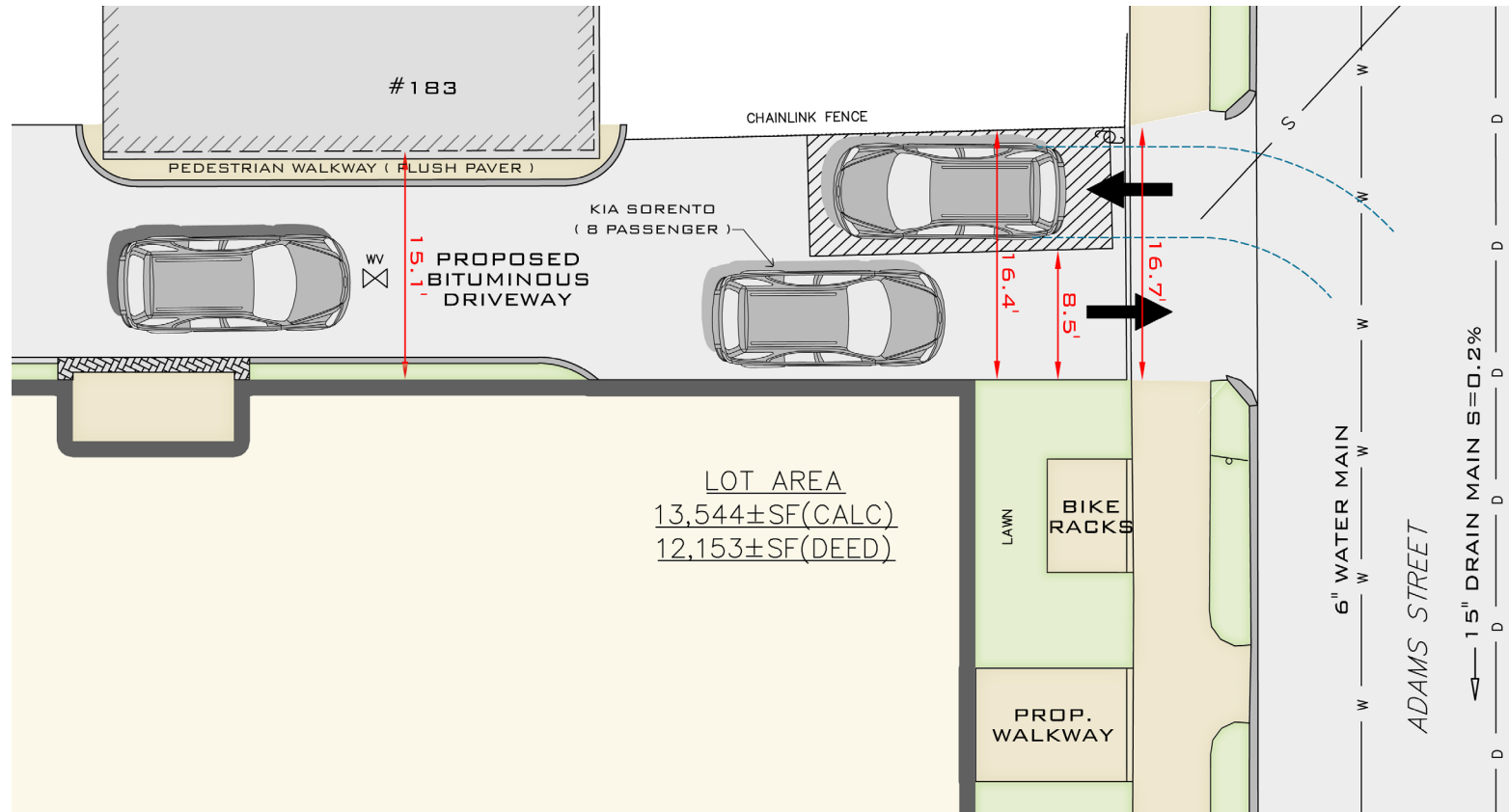


SIDE ELEVATION FACING DRIVEWAY



SIDE ELEVATION FACING QUIRK COURT

ENTRY/EXIT DRIVE & SLIP SPACE CLEARANCES



From: Neil Cronin <ncronin@newtonma.gov>
Sent: Friday, May 25, 2018 9:40 AM
To: Christie Dennis; Martin Smargiassi; Jennifer Caira
Subject: 189 Adams

Good Morning, I hope all is well. We met with the Transportation Division yesterday and they are supportive of the 1.8 stalls per unit ratio (15 units and 27 stalls). Additionally, they did not believe the signal was necessary due to the low traffic of the driveway, but do not see an issue with installing it; they also did not have an issue with the driveway width. Unfortunately I did not get a chance to speak with John regarding bollards, I will do so on Tuesday. Lastly, I reviewed the revised elevation with the Chief Preservation Planner who was supportive of the Italianate design. Please let me know if you need anything else. Thanks. -Neil

Neil Cronin
 Senior Planner
 City of Newton
 Planning & Community Development
 617-796-1141
 NCronin@newtonma.gov

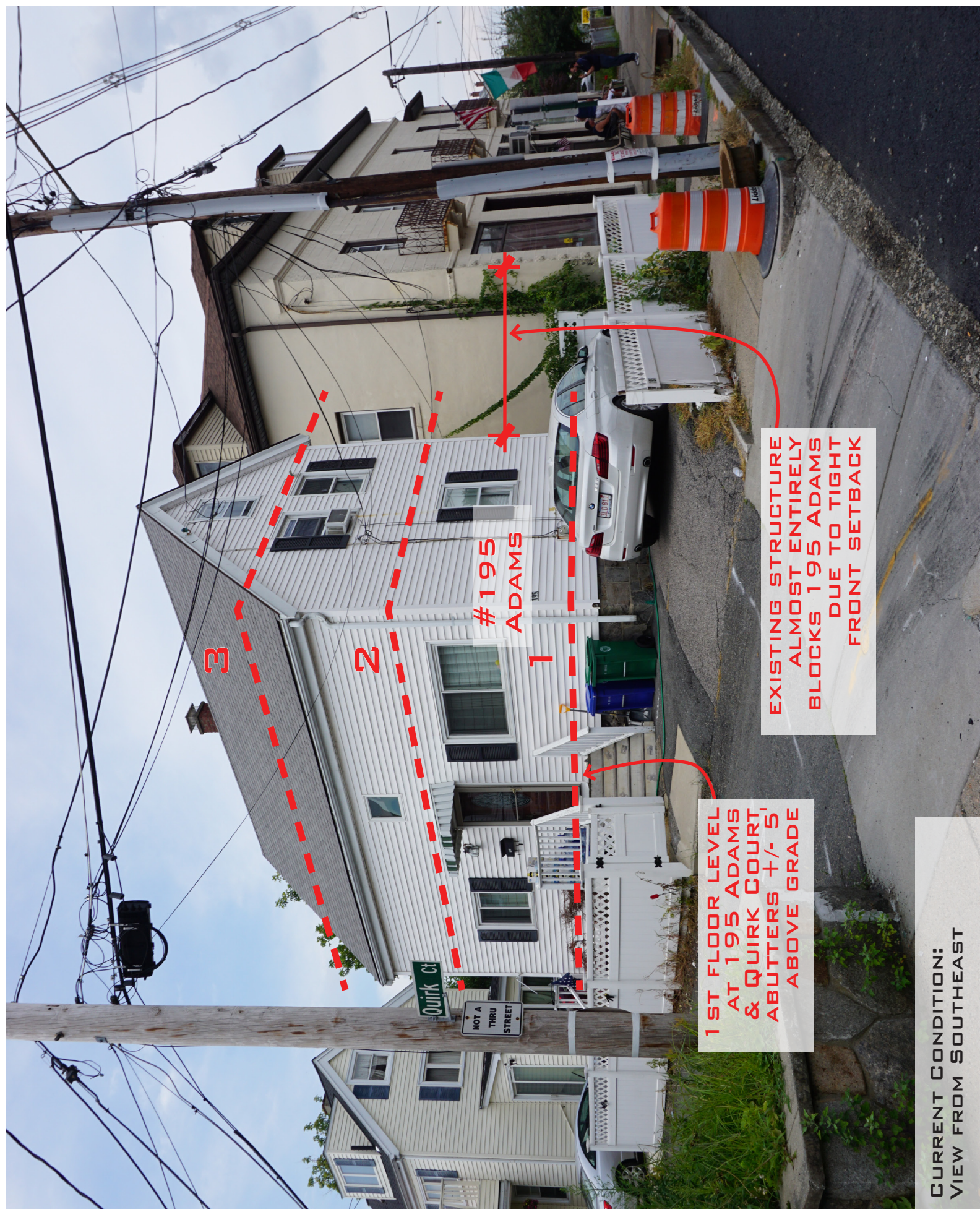
ALTHOUGH TRANSPORTATION DIVISION DID NOT CONSIDER THIS NECESSARY DUE TO LOW TRAFFIC, THE INTENTION IS TO PROVIDE A VEHICLE ALERT SYSTEM FOR INCREASED SAFETY.

PROPOSED VEHICLE ALERT SIGNAL

(SIGNALS TO BE ORIENTED TOWARD ADAMS ST & REAR DRIVEWAY)



2-SIDED WALL-MOUNTED SIGN
 W/FLASHING YELLOW LED SIGNAL
 HAMMERED COPPER FINISH

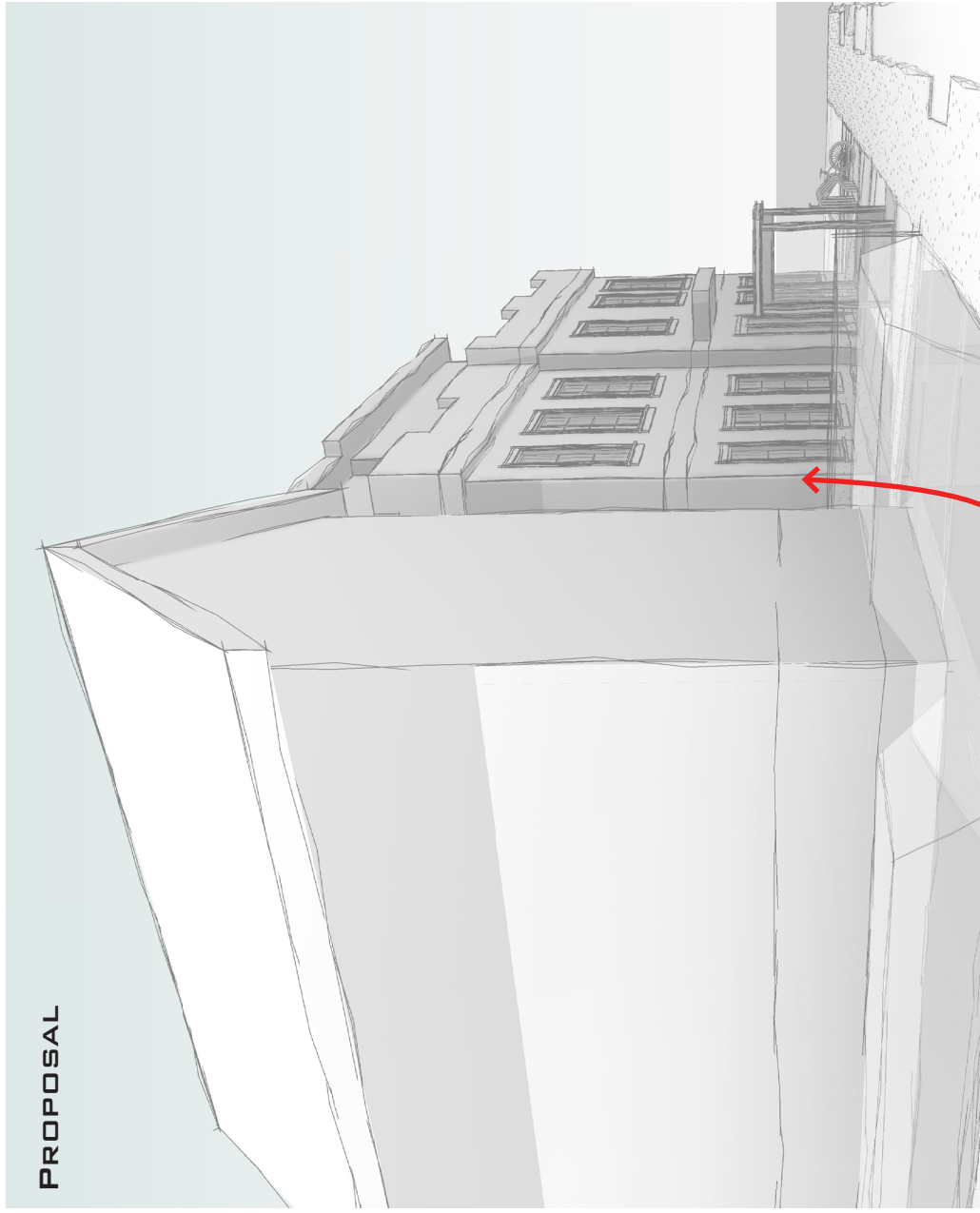


**CURRENT CONDITION:
VIEW FROM SOUTHEAST**

**1ST FLOOR LEVEL
AT 195 ADAMS
& QUIRK COURT,
ABUTTERS +/- 5'
ABOVE GRADE**

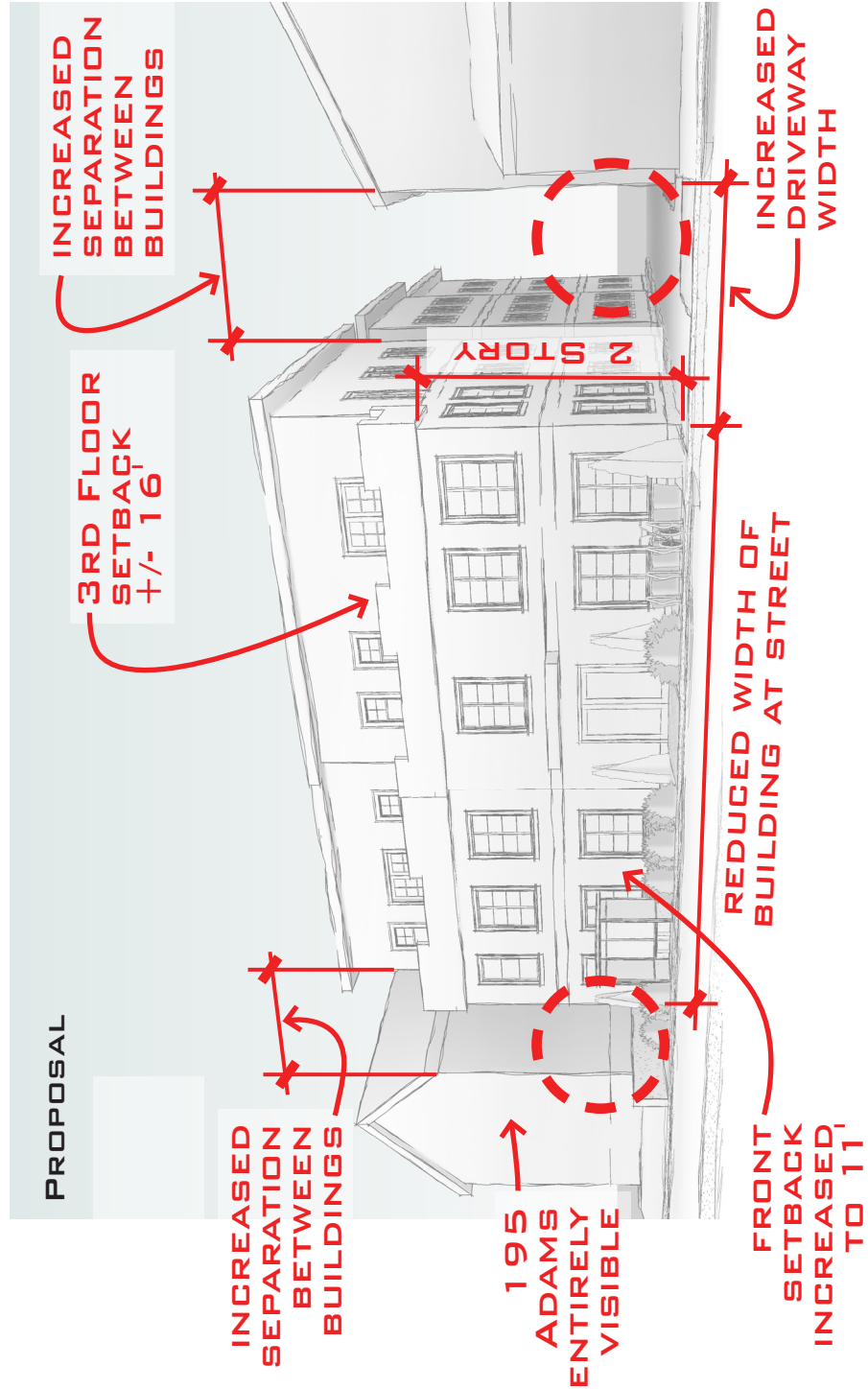
**# 195
ADAMS**

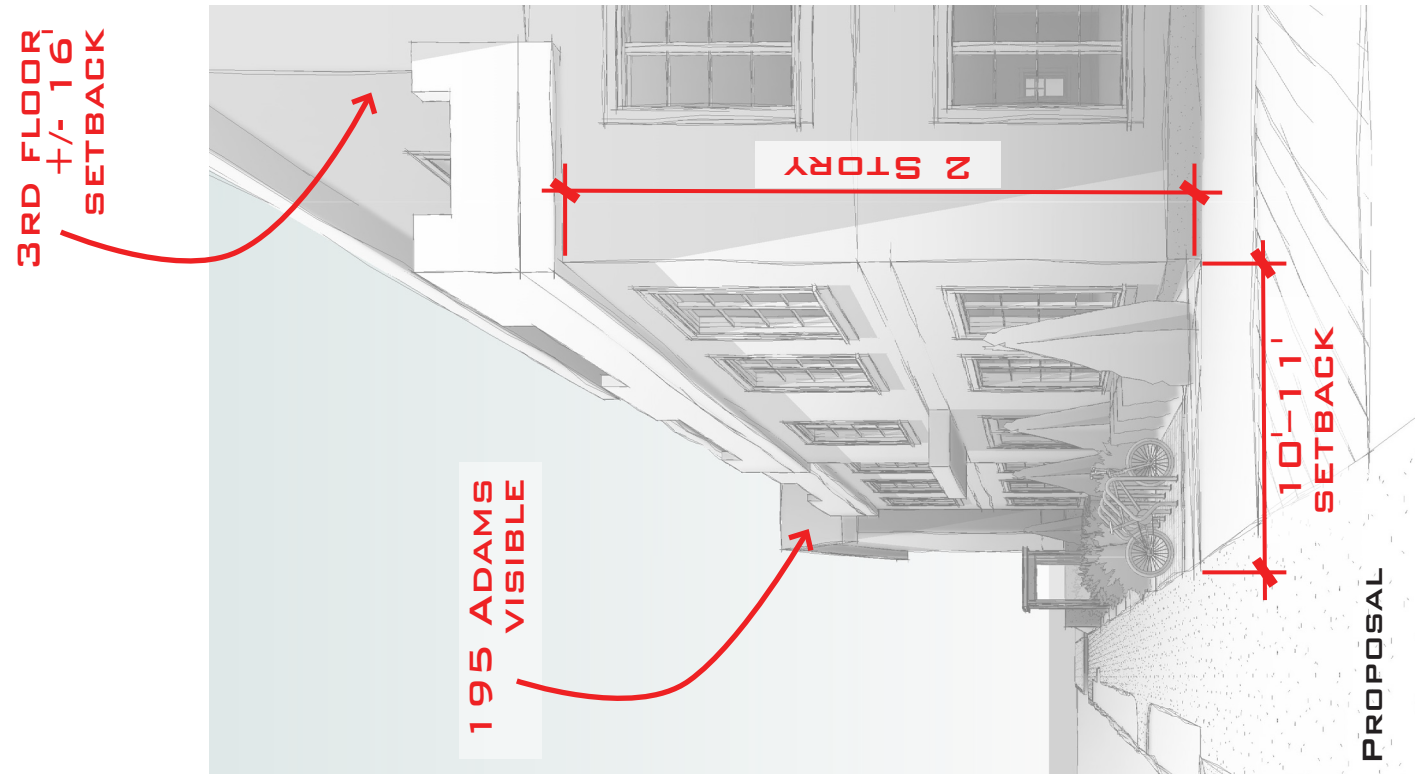
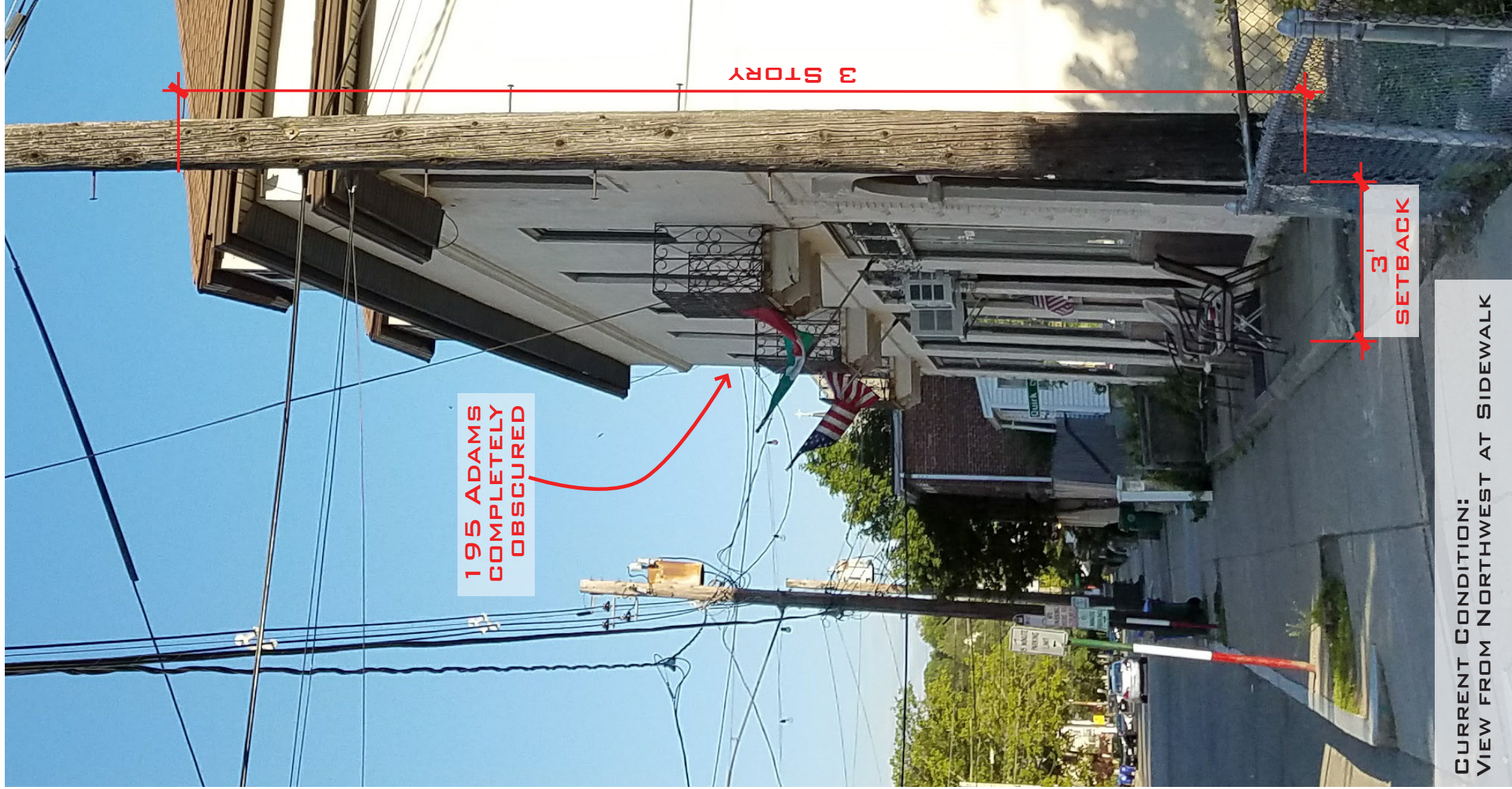
**EXISTING STRUCTURE
ALMOST ENTIRELY
BLOCKS 195 ADAMS
DUE TO TIGHT
FRONT SETBACK**

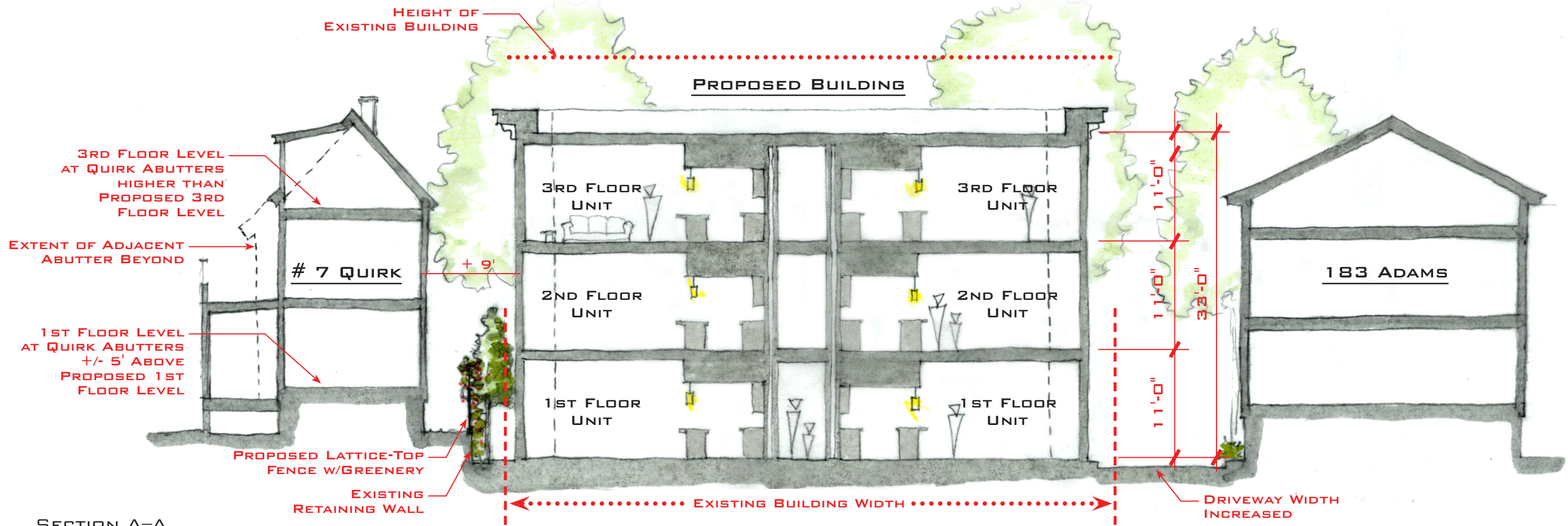


**FRONT SETBACK AT
PROPOSED STRUCTURE
MATCHES 195 ADAMS**

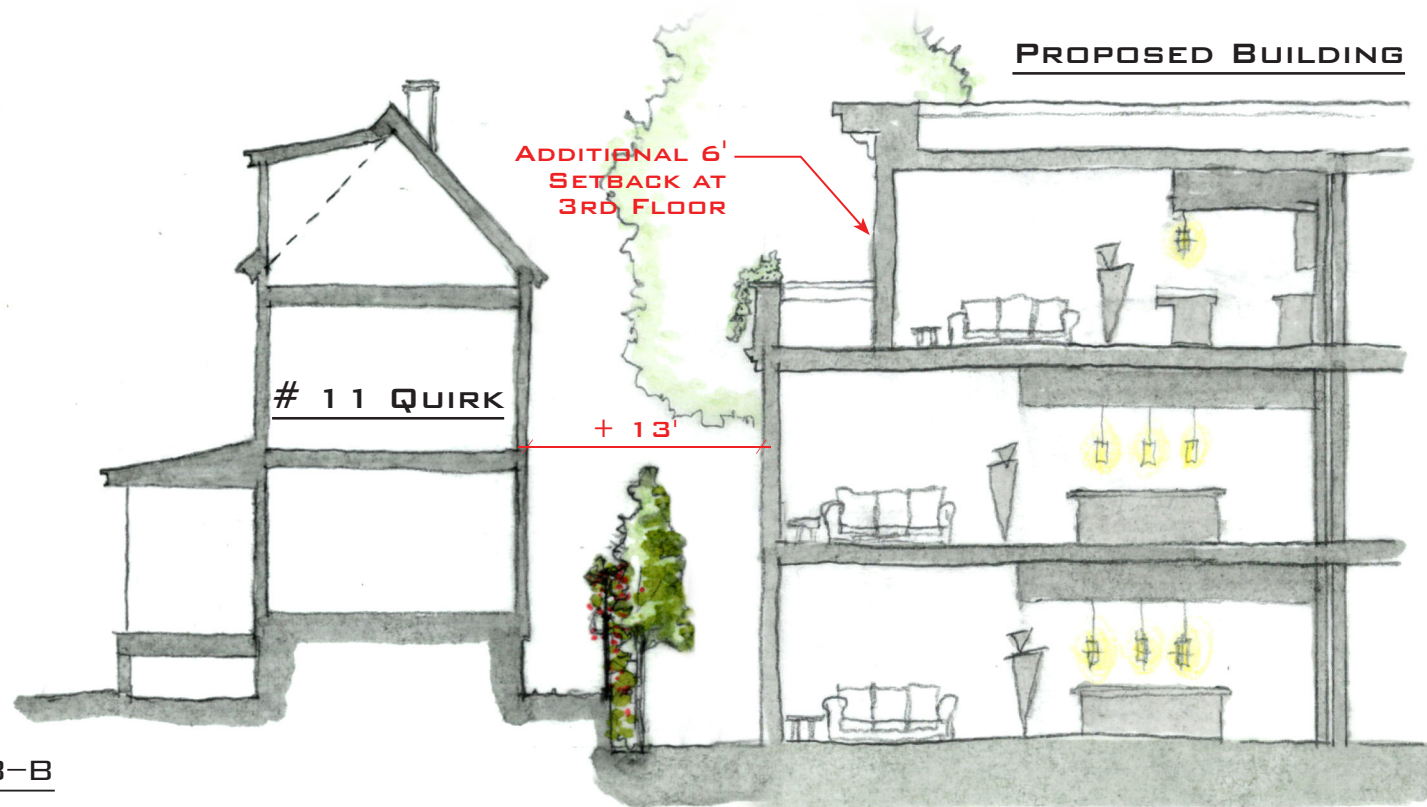
PROPOSAL



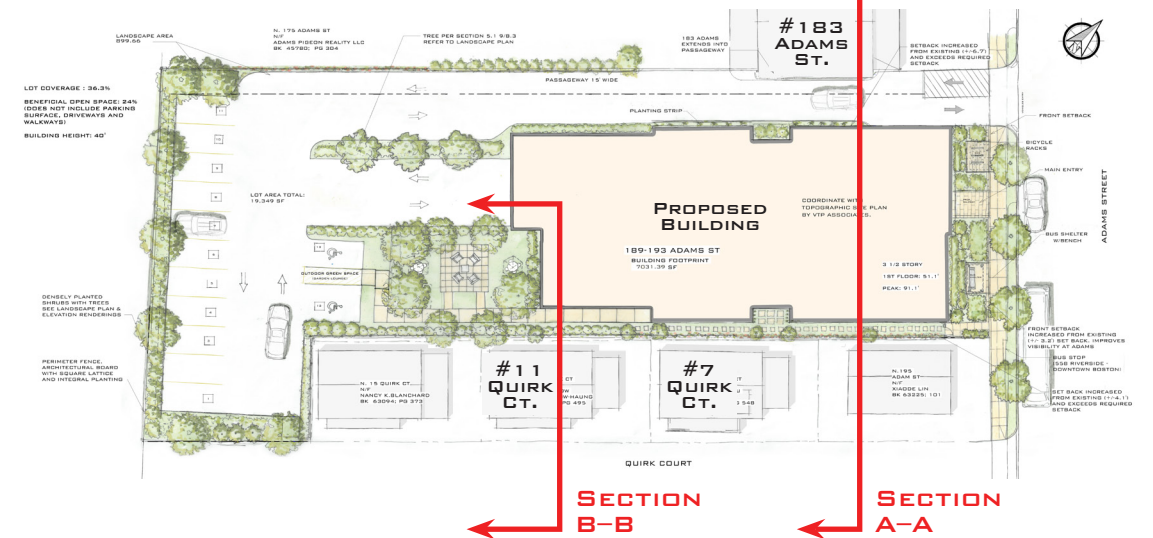


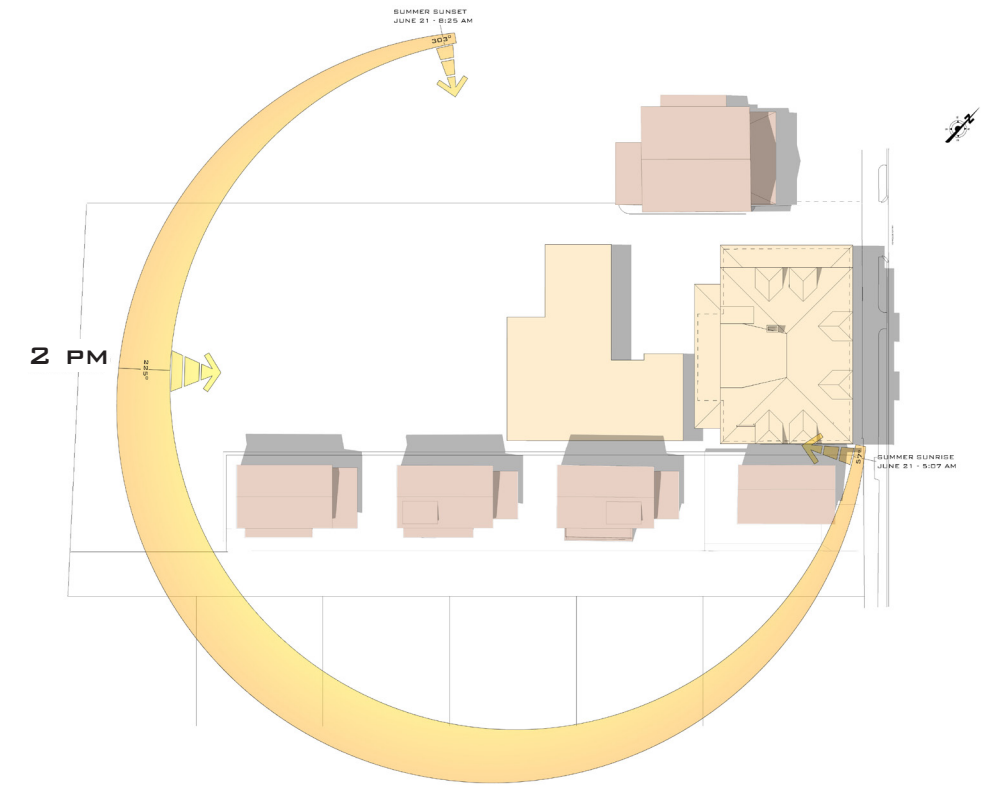
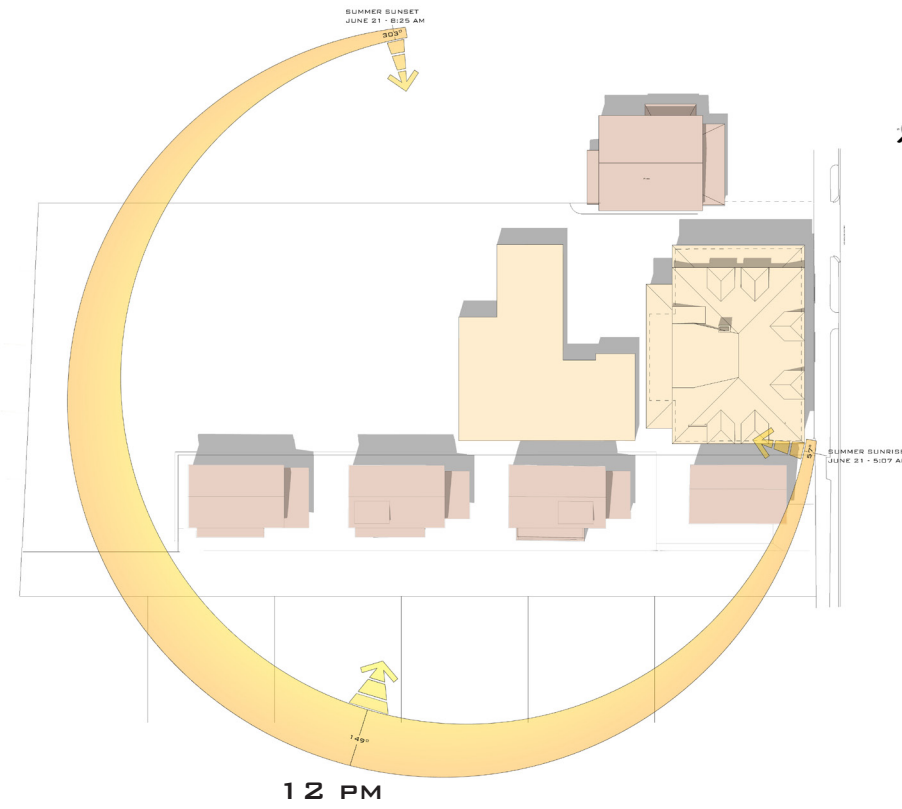
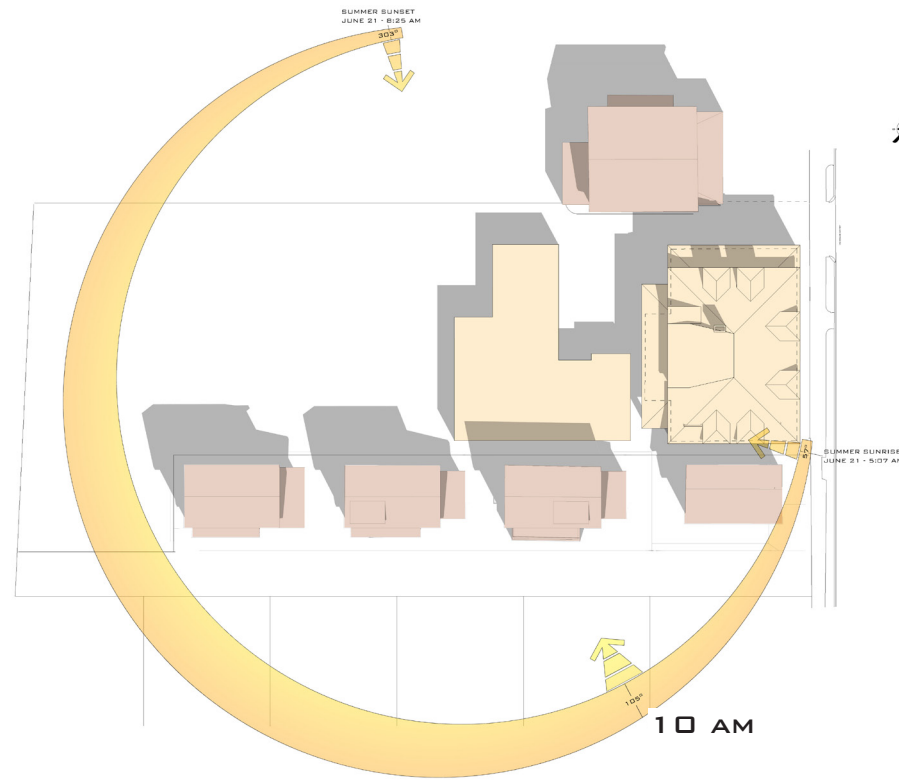


SECTION A-A
3/32" = 1'-0"

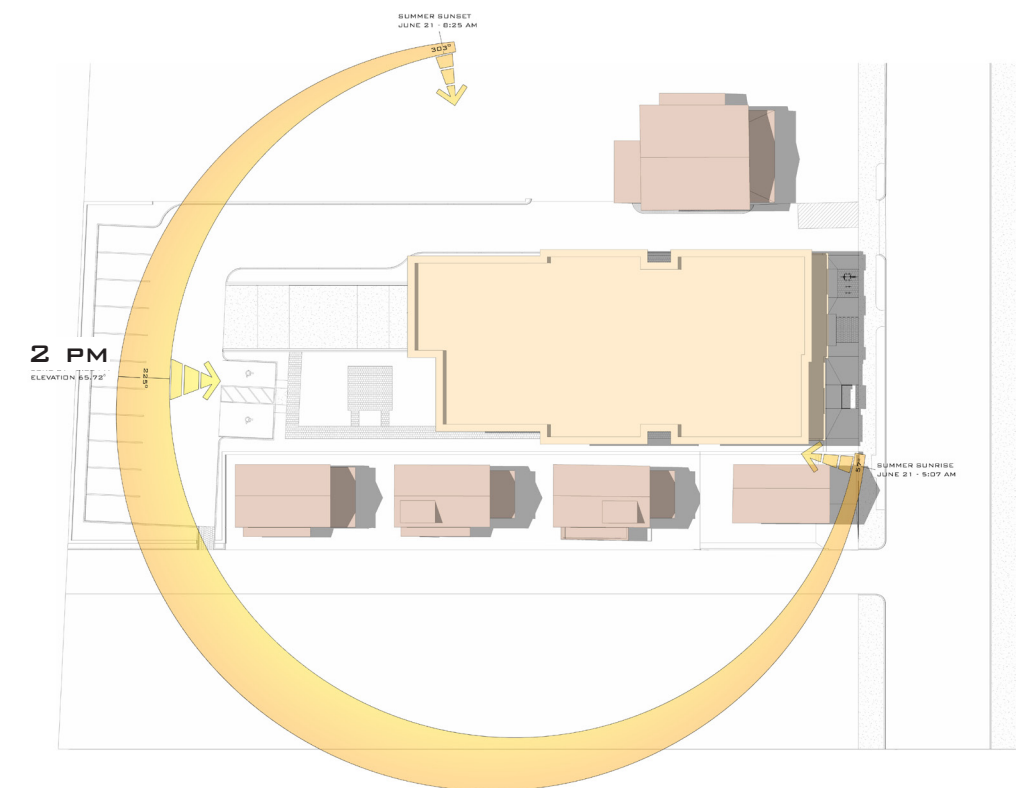
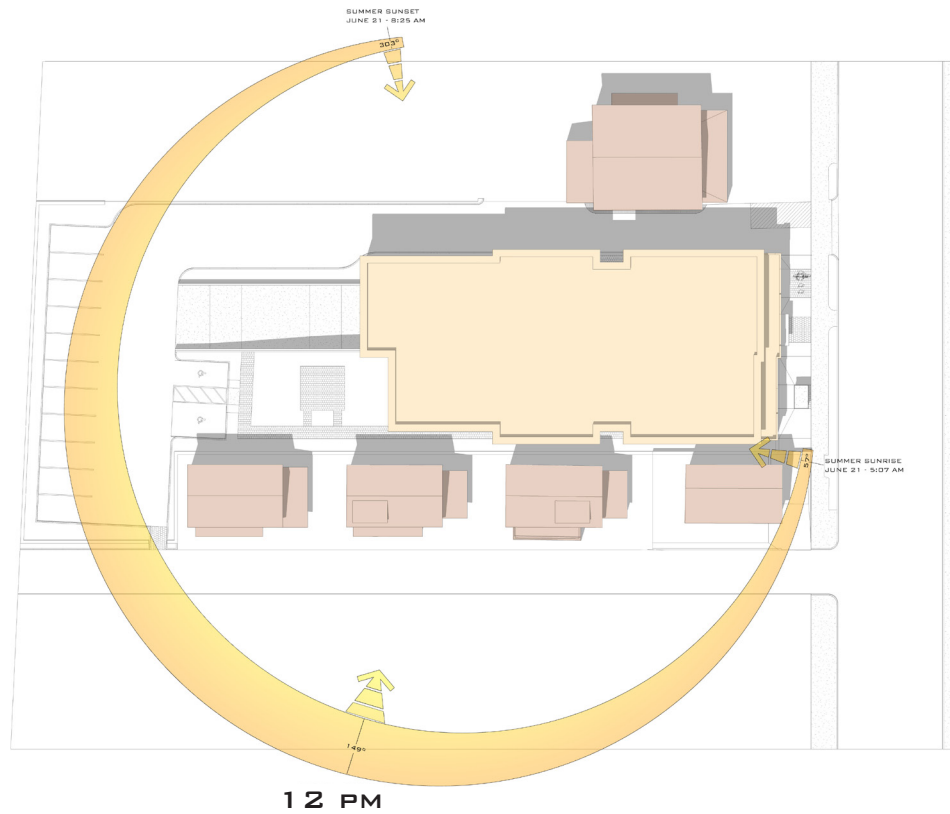
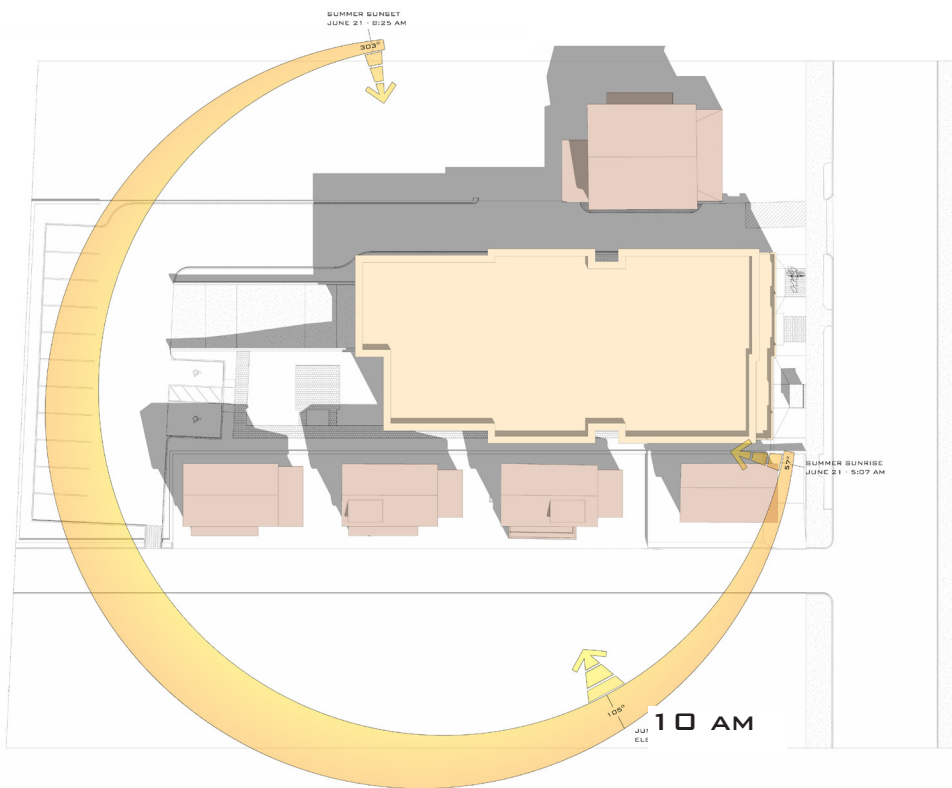


SECTION B-B
3/32" = 1'-0"

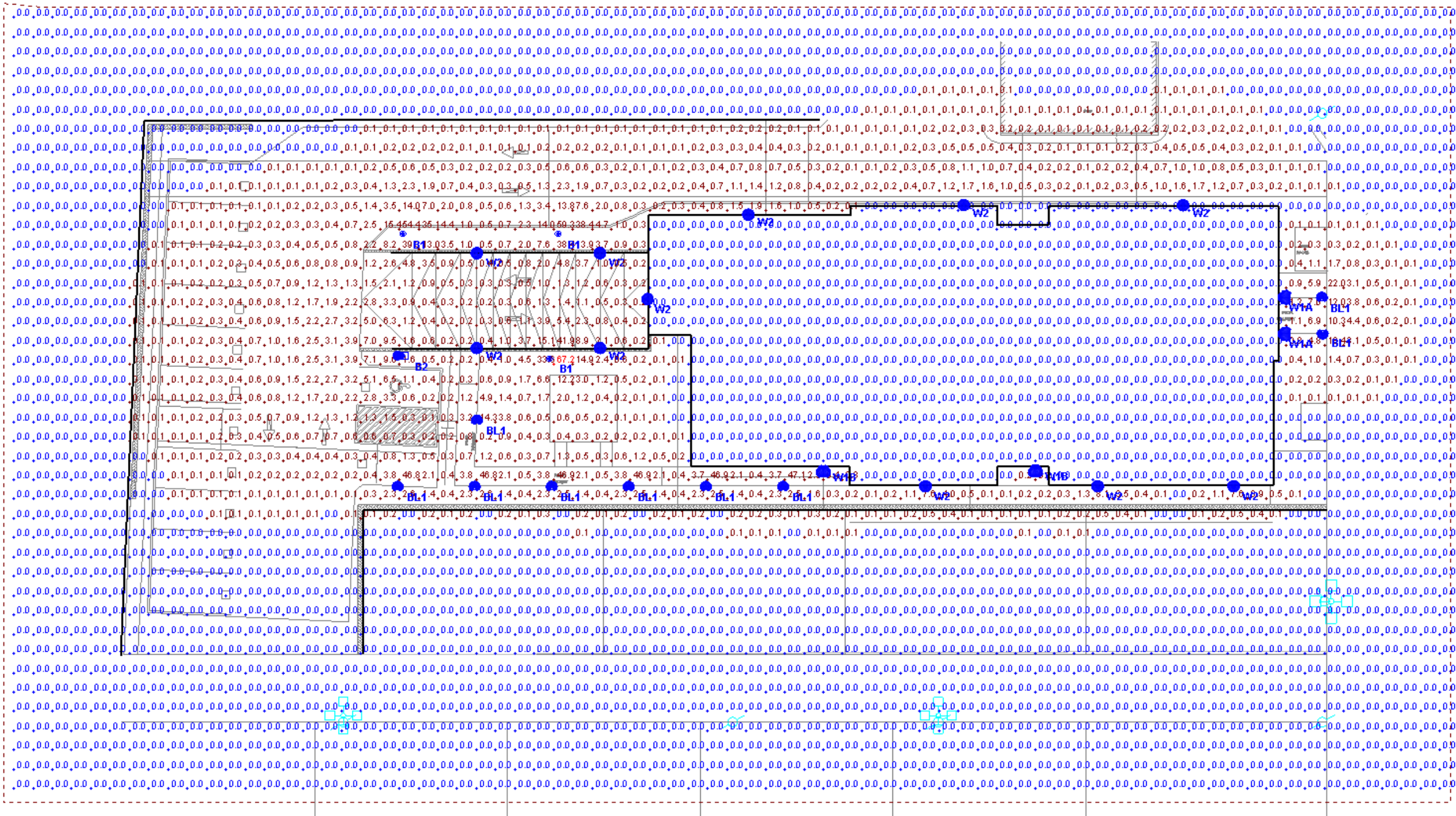




EXISTING



PROPOSED



View #1

| Symbol | Label | QTY | Catalog Number | Description | Lamp | Number Lamps | Lumens per Lamp | LLF | Wattage | Polar Plot |
|--------|-------|-----|----------------------|--------------------------|-----------|--------------|-----------------|-----|---------|-------------|
| □ | B2 | 1 | | 99515 | LED 33,6W | 1 | 3560 | 0.9 | 41 | |
| ○ | BL1 | 10 | 7000BSTR425C1UNV830C | LED BOLLARD | LED | 1 | 1253.779 | 0.9 | 19.4 | Max: 3398cd |
| ☀ | W2 | 11 | 7000WSPITSC-LED630 | LED Wall-Mount Luminaire | LED | 1 | 803.0645 | 0.9 | 26.2 | |
| ☀ | W1A | 2 | 7000WLYT18SDC8401201 | LED WALL SCONCE | LED | 1 | 215.8484 | 0.9 | 9.9 | |
| ☀ | W1B | 2 | 7000WLYT125CZ8401201 | LED WALL SCONCE | LED | 1 | 206.6694 | 0.9 | 10 | |
| ○ | B1 | 3 | 7000CUR125C1UNV830C | LED LIGHT COLUMN | LED | 1 | 4517.363 | 0.9 | 60.4 | |

| Statistics | | | | | | |
|--------------|--------|--------|---------|--------|---------|---------|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min |
| Calc Zone #2 | + | 0.5 fc | 67.2 fc | 0.0 fc | N/A | N/A |