



BEVERLY DEPOT

BEVERLY

PLANNING BOARD

18 October 2016

Team:

Owner/Developer—Barnat Development

Attorney – Tom Alexander

Architect—ICON Architecture

Transportation Consultant -- TEC

Civil Engineer—Meridian Engineering

Landscape Architect—DMLA

Contractor—NEI Construction



Avenir, Boston



One Canal, Boston



Sphere, Medford



Enso Flats, Brockton



Washington Beech, Roslindale



HUB25, Boston



Investing in Beverly

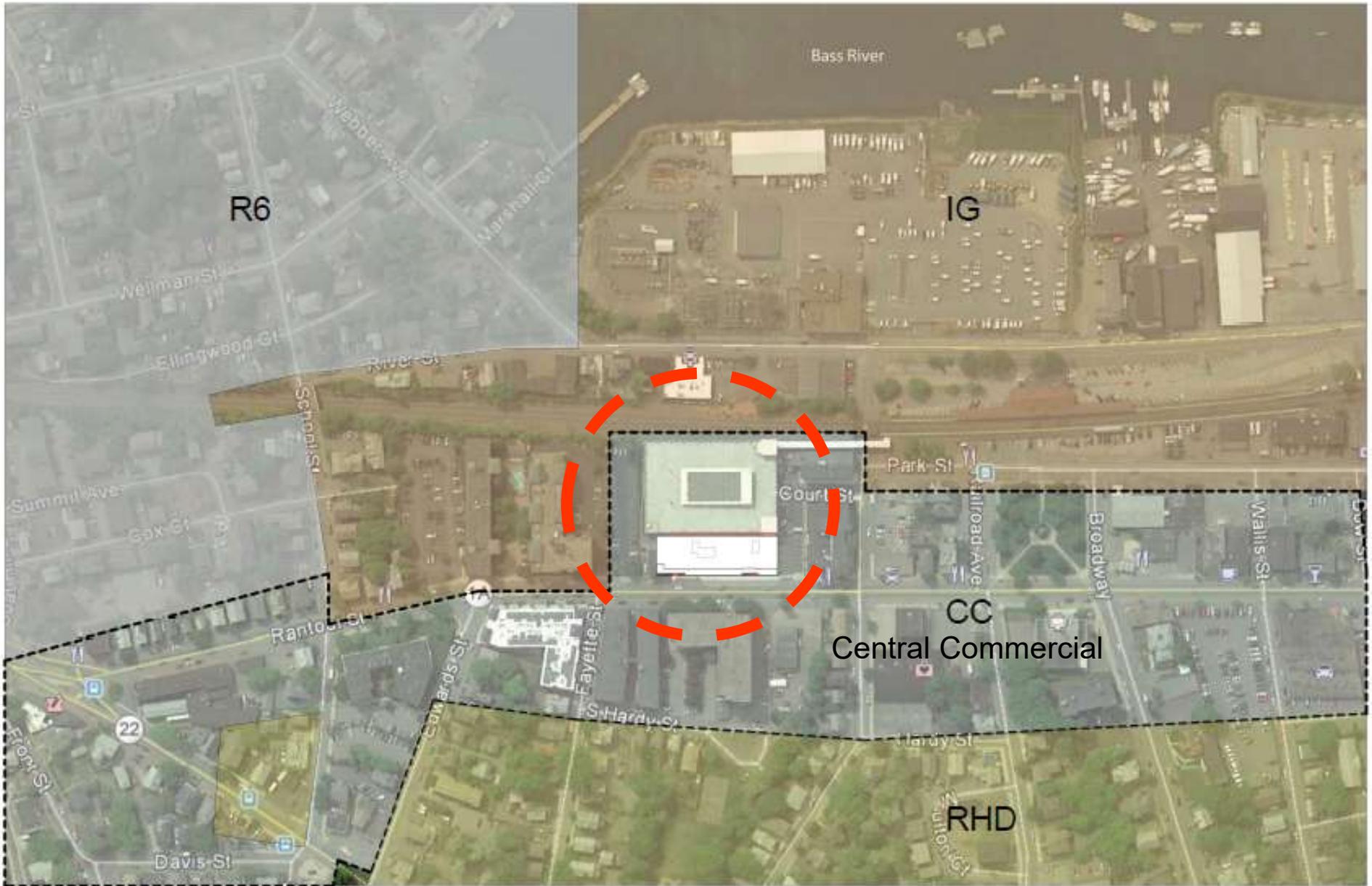
- **MBTA Open For Business**
Leveraging TOD sites to Solve Regional Affordability Challenge
- **Beverly Showcase by City and Commonwealth**
Strong Economic Development & Job Growth
- **Beverly Main Streets “Downtown 2020”**
Success in Attracting Vibrant Businesses and Residents Downtown
- **Complete Streets Efforts**
City & State collaboration to renovate Rantoul Street & Broadway
- **Comprehensive and Thoughtful Planning & Zoning**
Inclusionary Development Policy
Parking Overlay District
Height Overlay District



Program

- 67 units – 10 Studios / 41 One or 1+ Beds / 16 Two Beds
- 4,500 SF of Ground Floor Retail with Outdoor Dining – divisible for 2 or 3 tenants
- 14 units (22%) Middle-Income Housing for Households up to 80% AMI (*pending MassHousing commitment*)

Locus



Traffic Impact and Access

- **67 Apartments | 3,000 SF retail | 1,500 SF Restaurant**
- **Marketed as Transit-Oriented Development (TOD)**
 - Direct Access to Beverly Depot MBTA Commuter Rail
 - Direct Access to MBTA / CATOC Bus Service
- **New vehicle trips**
 - 84 new trips AM peak (35 entering and 49 exiting)
 - 46 new trips PM peak (28 entering and 18 exiting)
- **Capacity and Queue Analysis (Build Condition)**
 - Rantoul Street operates LOS A at MBTA Driveway
 - Rantoul Street / Pleasant Street – LOS D (Pleasant Street WB)
 - Rantoul Street / Railroad Avenue – LOS D (Railroad Street EB)

Construction and Parking

- **Under Construction – Existing MBTA Garage traffic will use Court Street Driveway**
 - No significant impact to Pleasant Street or Railroad Avenue Intersections
- **3-Lane / 2-Lane Garage Driveway**
 - No significant impact to reduction of MBTA Driveway to 2-Lanes
 - Queue not to extend onto Rantoul Street
- **Parking Supply**
 - 70 leased spaces within MBTA Parking Garage
 - 7 space surface lot (shared for short-term retail)
 - 7 on-street parking spaces along site frontage (new spaces)
- **Parking Demand**
 - 20 spaces demand for retail/restaurant
 - 102 on-street parking spaces currently provided in the immediate area surrounding site (currently 68 percent peak occupancy during 3:30-6:30).

Parking and Traffic Commission

- **Met w/ Parking & Traffic Commission on October 4th**
- **Planning Department noted agreement with conservatism of analysis**
- **Currently conducting a supplemental analysis for the intersection of River Street @ Pleasant Street**
 - Look at pedestrian accommodations at intersection
- **Incorporating Transportation Demand Measures**
 - Bike Accommodations
 - Carpool Program
 - Decoupling cost of parking from rent
 - Commuter Rail Pass Subsidies/Incentives
- **Will be providing additional analysis to Parking & Traffic Commission on November 1st**

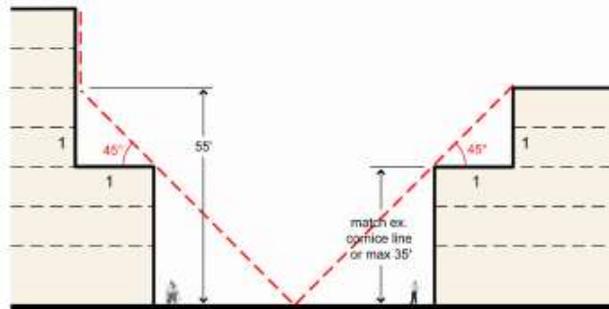
Design Guidelines for Tall Buildings, January 2007



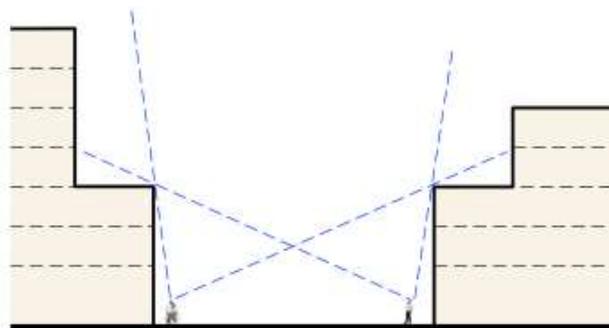
Key ideas:

- **Building setback surfaced in contrasting material from base with occupiable roof space**
- **Vertical setback to correspond with predominant cornice line of adjacent buildings, or 45 feet**
- **Setback in ratio of 1:1 – above 55 feet, no further setback required**
- **50% of site may be built to maximum height**

Above the primary cornice line, buildings should be set back at a 1:1 ratio. Above 55' (if permitted) no further setback would be required.



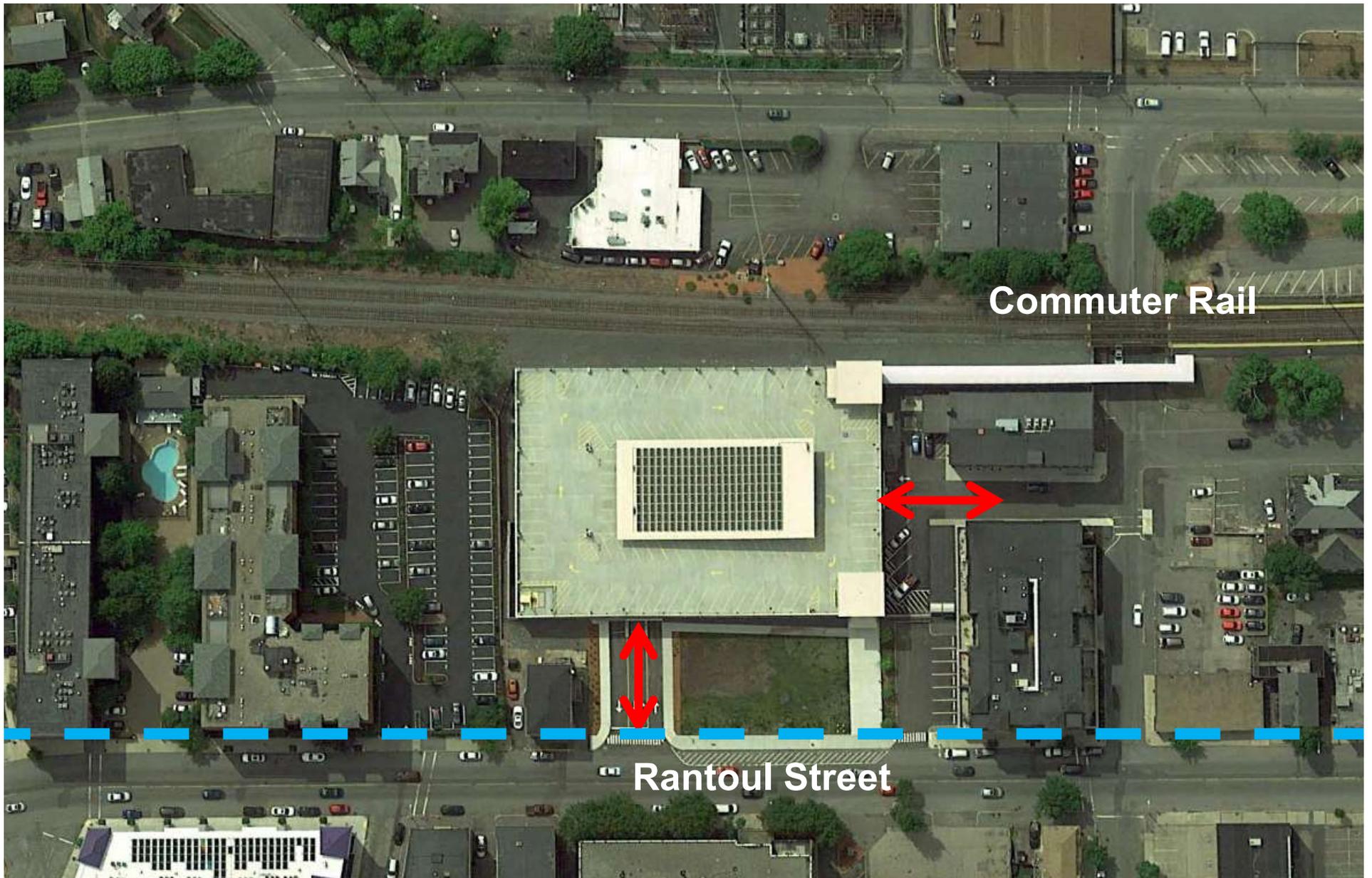
Vertical setbacks obscure views of upper stories from street level lessening the perceived height of a building from pedestrian level.



Locus



Existing Site

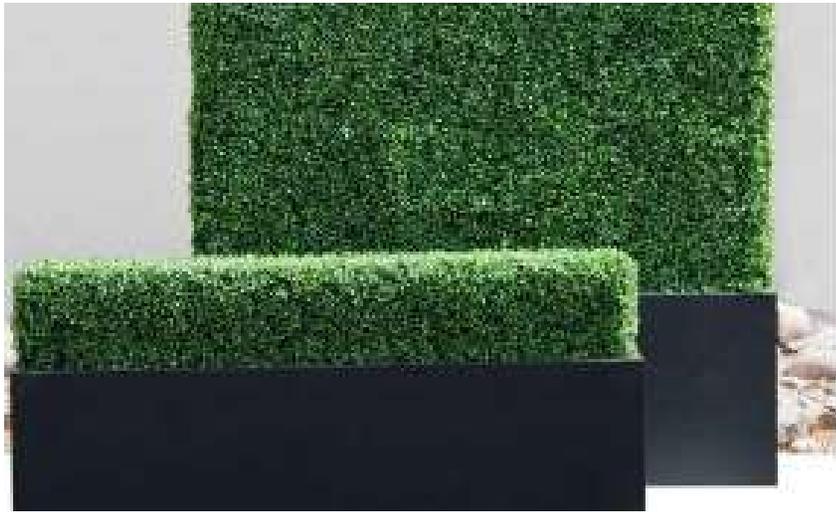


Existing Conditions



Landscape Schematic Design























Timeline

- **Designation August 2016**
- **Permitting and Approvals Process to begin Fall 2016**
- **Construction Anticipated to start Spring 2017**
- **Completion Spring 2018**

Project Outcomes

- **Transit-Oriented Development**
- **Modern, Attractive, Sustainable Building**
- **New Property Taxes**
- **New Retail Opportunities**
- **Active Streetscape**

