

PROJECT DATA SUMMARY

1. Applicant

Broadstone Bare Cove Alliance, LLC (the "Applicant") has been organized under the General Laws of the State of Massachusetts and is qualified to undertake the planning and development of the proposed apartment community in Hingham, MA. The Applicant will develop 300 apartment style units on a limited dividend basis as required under all laws and regulations of the Commonwealth of Massachusetts. The project manager and member of Broadstone Bare Cove Alliance, LLC Michael Boujoulian, has extensive experience on numerous mixed-income housing developments in Eastern Massachusetts. The Applicant respectfully requests that all notices from the Board in connection with this Application be sent to Michael Boujoulian, One International Place Suite 1400, Boston, MA 02110

2. Description of the Development

The 230 Beal Street project is comprised of two slab-on-grade residential apartment buildings. The first building, located nearest to Beal Street, is a four story design in order to respect the Beal Street frontage and help maintain some of the mature tree growth along the street. The second building, located along the southern portion of the site, is five floors and wraps a five level parking structure along three of its four sides, screening it from Beal Street and the majority of the site. The top of the garage will feature finished amenity space for residents to assemble, relax and enjoy southerly vistas of the Back River and the 484 acre Bare Cove Park.

An abundant amount of amenity space is planned throughout the community, alongside Town owned conservation land. Together, all of the amenity spaces help connect the site both vertically and horizontally by inviting people to interact with the building, by traveling up or through to the amenity areas. This design provides activated spaces all throughout the subdivision and allows for a connection between the community's first class common spaces and the broader neighborhood beyond.

The exterior architecture uses a clean contemporary approach to the traditional coastal New England aesthetic/style and subtle massing to convey an atmosphere of timeless elegance. Projected bays, trim accents at windows, material transitions, detailing, material color, and changes to the plane of the exterior walls all combine to visually reduce the mass of the building to a pedestrian-friendly scale. The exterior material palette includes a mix of cement panels and cedar style shakes as well as lap siding which introduces different textures and rhythms to the elevations. The project as a whole will feature a combination of low sloping and flat roofs, which through centralized mechanical wells and location/parapet design respectively, will allow all mechanical systems to be installed without being visible from grade.

Within the residential areas, the typical floor plan for the first building provides access to units off a central double-loaded corridor that connects several egress stair cores. For the second building, the typical floor plan provides access to units off a combination of single and double loaded corridors, connecting garage access, amenity space and egress stair cores. Typical one, two and three bedroom units are designed with spacious open kitchen/living areas, comfortable bedrooms and bathrooms, as well as large walk-in closets. Large windows provide abundant natural light at each unit. In addition to high-quality finishes and individual environmental control, each unit will contain modern energy-efficient appliances, in-unit laundry, and low-energy lighting fixtures, all of which combine to provide contemporary luxury with a traditional timelessness at 230 Beal Street.

The proposed location is immediately proximate to support retail and transit being within walking distance to the Hingham Shipyard, which includes 4 banks, 3 grocers, multiple restaurants, coffee

shops and other shopping amenities. The MBTA operates a ferry service at the Shipyard with numerous trips per day to both downtown Boston and Logan Airport as well as the commuter rail service at the nearby West Hingham station (1.25 miles). The proposed community is also adjacent to and largely surrounded by the 485 acre Bare Cove Park.

The proposal includes 75 units (25%) to serve households earning up to 80% AMI in order to assure that households priced out of the Hingham housing market will be given a great opportunity to live in a beautiful new Hingham residence.

3. Qualification as a 40B Development

The development qualifies as assisted “low or moderate income housing” within the meaning of Massachusetts General Laws Chapter 40B, section 20 and will provide 75 units (25%) which will serve households earning at or below 80% of area median income and thus will meet the definition of low and moderate income under the statute. The Applicant desires to develop this project pursuant to the guidelines of the Masshousing New England Fund Program administered by Masshousing under which a site approval letter has been granted.

Preliminary architectural drawings and engineering plans are attached hereto in reduced form and under separate cover as full size drawings.

4. Local Need

According to figures compiled by the Massachusetts Department of Communities and Development (DHCD), in December 2014, Hingham’s subsidized housing inventory represented 6.3% of its total housing stock, which is below the threshold requirements established under Chapter 40B of M.G.L.

5. Exceptions and Approvals Requested

The subject property is zoned as an “Office Park District”. Certain elements of the proposed development do not comply with the current underlying zoning. Consequently, an exception of use is required to enable multi-family residential at the proposed density to be constructed. Other exceptions to the Town of Hingham’s Zoning Bylaws and other local land use regulations are specifically detailed in this application. If any specific exceptions have not been listed in this application, the applicant, upon notification of such an oversight, shall promptly amend the list of exceptions included herein.

CONCLUSION

For all of the foregoing reasons, and for the additional reasons the Applicant will present at the scheduled public hearing on this Application, the Applicant respectfully requests the Board, after complying with the procedural requirements as provided by law, issue to the Applicant a Comprehensive Permit for the Development.