



270 Talbot Avenue

Boston, MA 02124

Article 80 Small Project Review Application
October 29, 2019

Submission to:

Mr. Stephen Harvey, Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Submission By:

TLee Development LLC
Travis Lee
617-869-7092
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October 18, 2019

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: Stephen J. Harvey, Project Manager

Re: Article 80 Small Project Review Application
270 Talbot Avenue, Dorchester

Dear Director Golden:

TLee Development LLC (TLD) is pleased to submit this application for Article 80 Small Project Review. This application includes the proposed development of twenty-one residential rental units affordable to households earning up to 90% of the area median income (AMI) in a newly constructed four-story elevator building on a portion of City-owned land at 270 Talbot Avenue in Dorchester, MA (Proposed Project). The Project also includes about 2,700 square feet of ground floor retail space and nine (9) off-street parking spaces.

The Proposed Project will revitalize an underutilized, tax foreclosed property to create an aesthetically pleasing building appropriate in massing, scale and design in this neighborhood of Dorchester. Further, it will help to facilitate the goals of the **Housing a Changing City: Boston 2030 Report** by creating 21 new units of affordable rental housing including nine studio units, nine one-bedroom units, three two-bedroom units. The building will include three handicap accessible units, a common / community space, indoor bicycle storage, as well as open green space to the rear of the building and nine off street parking spaces.

The redevelopment of 270 Talbot Avenue (Site) has been in the works for many years. The City of Boston Department of Neighborhood Development (DND) first issued an RFP for the Site in 2015. No developer was selected at that time due to neighborhood concerns. When DND re-issued the RFP in 2018, TLD met with the community and crafted a joint response with Codman Square NDC whereby TLD would develop workforce rental housing on the Talbot Ave portion of the Site and CSNDC would develop affordable housing on the Spencer Street portion of the Site. On January 28, 2019, CSNDC and TLee Development were awarded Tentative Designation for development of the Site.

Since tentative designation, CSNDC and TLee Development have worked together with DND and the Boston Planning and Development Agency (BPDA) design reviewers to agree upon a master site plan for the Site. CSNDC and TLee Development have presented the Master Site Plan to the community for their feedback. The support of the community for the Master Site Plan, including the Proposed Project, has been positive.

TLD submits this Small Project Review application for the Talbot Avenue portion of the Site only. TLD will continue to work with the community, the BPDA and DND during this small project review process and the zoning process to refine the details of the Proposed Project so that the result of our effort is an appropriately designed building that revitalizes a blighted property and creates workforce housing for 21 households.

In accordance with BPDA requirements, please find attached ten (10) copies of the Small Project Review Application. We have also submitted this application through the electronic website pursuant to your instructions.

Thank you for your consideration of this application. We look forward to reviewing it with you, local elected officials, and members of the Codman Square neighborhood.

Sincerely,

Travis Lee

Travis Lee
TLee Development LLC

CC:
Chris Rooney, DND
City Councilor Andrea Campbell
State Representative Russell Holmes

Spencer Street SPR Submission

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OVERVIEW

Project Team

Developer and Applicant

TLee Development LLC
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Legal Counsel

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Joosherwoodcd.com

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Salem, MA 01940

Steven Iorio

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Geotechnical Engineer

Geotechnical Partnership, Inc.

805 Main Street

Sanford, ME 04073

Lisa Casselli

207-459-7800

Project Summary

This Small Project Review Application is being submitted by TLee Development LLC (TLD or Proponent) in accordance with Article 80, Section E of the Boston Zoning Code (the "Code"). The project consists of the development of a portion of parcel # 1700593000 located at 270 Talbot Avenue and parcel #1700592000 located on Spencer Street in the Codman Square neighborhood of Dorchester (the "Site") to create twenty-one workforce housing rental units in a four story building with 2,700sf of retail space and nine parking spaces, including one handicap accessible parking space.

270 Talbot Avenue consists of two adjoining parcels of land totaling approximately 0.6 acres, or 24,714 square feet, situated at the intersection of Talbot Avenue and Spencer Street. The Site is currently owned by the City of Boston and contains three attached single-story structures with three garages, a central parking area, and smaller parking areas to the north and west. On January 28, 2019, CSNDC and TLee Development were designated by the City of Boston as the redevelopers of 270 Talbot Avenue and Spencer Street through a Request for Proposals process. The proposal submitted by CSNDC and TLee Development included the development by TLD of the Proposed Project on the Talbot Ave portion of the Site (Talbot Ave Building) and the development by CSNDC of an affordable housing multi-family building on the Spencer Street portion of the Site.

TLD proposes to develop the Talbot Ave Building to create nine studio units, nine one-bedroom units and three two-bedroom units, for a total of 21 new affordable residential rental units (Proposed Project). The Proposed Project will include three handicapped accessible units, 2,700sf of ground floor retail space, a common / community room and bicycle storage. Open outdoor space will be shared by the residents directly behind the building. The parking lot will be accessed off of Spencer Street and will be connected with parking for the CSNDC development on Spencer Street.

The Proposed Project will offer studio, one and two-bedroom units to households earning up to 90% of the area median income (AMI). The project will be funded through a mix of financing programs, including MassHousing's Workforce Housing loan program and more traditional debt financing from MassHousing.

Community Benefits

The neighborhood around the Site and the mixed-use corridor of Talbot Avenue will greatly benefit from the revitalization of the Proposed Project. The community benefits include the following:

- The revitalization of City-owned land currently improved with buildings that are in disrepair and partially vacant;
- The construction of a new, multi-family residential building with architectural characteristics that blend in with the residential uses along Spencer Street and the mixed-use nature of Talbot Avenue;
- Improved safety on residential streets by creating more residents, more foot traffic and proper lighting of parking areas;
- The creation of twenty-one new units of workforce housing, including three handicap accessible units;
- The addition of 2,700sf of ground floor retail space to Talbot Avenue, a busy traffic corridor that "wants" to be lined with retail businesses
- The addition of new residents who will activate the streets and increase demand for commercial services in the area;
- The environmental remediation of a brownfield site;
- The creation of approximately 80 construction jobs over a 16 month period;
- The creation of 1 part-time property manager position and a part-time maintenance manager;
- Building sustainability by creating a development that meets Passive House design standards; and
- The generation of new property tax revenue.

DETAILED PROJECT INFORMATION

Project Site Description

The project consists of a portion of two adjoining parcels of land, parcel # 1700593000 and parcel #1700592000, totaling 24,714 square feet. Both parcels are currently owned by the City of Boston. The site is an irregular shaped lot with an address of 270 Talbot Avenue and Spencer Street. The lot has frontage on both Talbot Avenue and Spencer Street.

The Site is currently improved by a former single-story structure with three automobile repair garages, a large central parking area, and smaller parking areas to the north and west. The Site is currently used to store equipment used by a local landscaping business.

To the east of the Site, along Spencer Street, there are two- and three-family homes. To the south and west of the site, along Talbot Avenue is a mix of commercial and multi-family residential uses. To the north is a residential neighborhood of a mix of housing types.

The Site is close to a variety of amenities, many that are along or just off of Talbot Avenue, Washington Street or Norfolk Street. These include, but are not limited to, America's Food Basket, Walgreens, the Codman Square Branch of the Boston Public Library, a Post Office, a dry cleaner, several churches, salons/barber shops, convenience stores, small shops, and restaurants. The Site is also located in close proximity to parks and recreation areas, including Elmhurst Park and Harambee Park.

Residents of the Proposed Project will enjoy proximity to public transportation. There is a covered bus stop served by MBTA bus routes 22 and 45 at the front of the site along Talbot Avenue, and the Talbot Avenue Commuter Rail Station on the Fairmount Line is less than a three minute walk down Talbot Avenue. These transportation amenities provide access to employment centers in Greater Boston.

The Site is currently classified as a Tier 2 disposal site. The City of Boston became the owner of the Site due to tax foreclosure. The City carried out certain assessment and remedial work under the Massachusetts Contingency Plan to make sure there were no Imminent Hazard conditions or impacts to abutters. As of the most recent filing with the Department of Environmental Protection in September 2018, the recommendation is that any further remediation work should be conducted at the time of redevelopment of the Site. The Proponent has contracted with IES, Inc. to carry out response actions in conjunction with the Proposed Project and has initiated groundwater sampling and other assessment activities. A MassDevelopment's Brownfields Grant was awarded to the Proponent to carry out the environmental assessment and remedial activity.

Proposed Program, Data, and Dimensions

Lot Area:	12,357 SF
Maximum Building Height / Stories:	46' (from average grade) / 1 story of retail / 3 stories of housing
Number of Residential Units Proposed:	21
Proposed Gross Floor Area:	19,658 GFA
Floor Area Ratio:	1.59
Parking Spaces:	9
Bicycle Spaces:	21

Design Approach

270 Talbot Ave is a proposed development consisting of 21 market-rate residential units and 2 retail spaces. The site is comprised of an irregular shaped lot, bounded by Spencer St on the North and East and by Talbot Ave at the South. The Project Site consists of a vacant existing 1-story building. The Proposed Project consists of a 4-story wood-framed building which will offer approximately 2,200 sf of retail space and 10,300 sf of residential space distributed through 21 apartments, ranging in size from studio to 2 BR units.

The Proposed Project retains the residential scale by maintaining a large backyard, creating an entry plaza from the parking area. Located at the North of the building, this area will consist of 9 parking spaces. The building footprint is comprised of a triangular wedge, chamfered at the Talbot Ave / Spencer St corner. This enlarges the sidewalk at the intersection, creating a welcoming public front for the building in close proximity to the retail entries.

Located on a street which is home to both residential and light industrial uses, the Proposed Project makes a contemporary contribution to, and reinforces, the residential character of the street and neighborhood. The building is comprised of two different facade treatments. The Talbot Ave facade wraps around the chamfered corner and consists of undulating panels that visually reduce the scale of the building massing. The Spencer St facade expresses a residential character by emphasizing vertical bays, relating directly to proportions of the surrounding residences.

Sustainability

The Proposed Project will be constructed to meet zero carbon emission standards that consider both operational performance, EUI (energy use intensity) and cost measures. To achieve these standards of sustainability, the Proposed Project will be modeled in WUFI passive and will use Passive house design criteria as a baseline metric. The following baseline criteria will be met; air-tight envelope that meets 0.06 cfm / sf air tightness requirement, a thermally broken envelope with continuous insulation; triple-glazed windows (min. 0.22 U-value); a rain screen wall assembly, 75% of clear roof area to support solar PV arrays; high-efficiency heating/cooling system (3.0 C.O.P), heat recovery ventilation system for fresh air (min. 57% efficiency); air-tight compartmentalized residential units; low water consumption fixtures; LED lighting; low/no VOC finishes.

Transportation, Access, and Parking

The Proposed Project will provide 9 on-site uncovered parking spaces, located at the North side of the building. The parking driveway will connect to Spencer St via a new curb cut.

Secure and covered bicycle racks with the capacity to store 21 bicycles will be provided in the new building, with an additional bicycle rack for 7 bicycles to be provided outside the building.

The Project Site is a five-minute walk (approximately 0.2 miles on foot) from the Talbot Ave MBTA Station, which serves the Commuter Rail Line and numerous bus lines; as such the Proposed Project represents a transit-oriented development opportunity.

Public Review Process

In 2015, the City issued a Request for Proposals for 270 Talbot Avenue to which CSNDC responded with a proposed project to create affordable housing. The community expressed concern about the proposal, primarily because an all affordable housing development would take too long to get approved and into construction. The City re-issued the RFP in 2018. This time, CSNDC responded to community feedback by partnering with Travis Lee Development to create a unique proposal that addressed concerns regarding the speed with which the project could be developed and the levels of affordability. On March 28, 2018, CSNDC and TLee Development jointly submitted a proposal that creates a mix of workforce housing units and affordable housing units. The community supported this proposal because it enables part of the site, the Talbot Avenue portion, to proceed more expeditiously due to the fact that it does not rely on public affordable housing funds to complete the project. Further, the proposal as a whole offers a greater range of affordable housing. On January 28, 2019, the City designated CSNDC and TLee Development as the redeveloper of 270 Talbot Avenue, with TLee Development constructing a new multi-family mixed use building on the Talbot Avenue portion of the site, and CSNDC constructing a new residential multi-family building along the Spencer Street portion of the site

Since the designation of CSNDC and TLee Development as the redevelopers of 270 Talbot Avenue, TLD has been working with its architect (Studio Luz) and the CSNDC team to establish a Master Site Plan for the project. On April 12, 2019, CSNDC and TLee Development jointly met with the BPDA and DND design review staff to further develop the master plan of the 270 Talbot Avenue site. After several iterations of the plan, and a subsequent meeting on July 22, 2019, the BPDA and City approved the master site plan.

On September 24, 2019, CSNDC and TLee Development presented the Master Site Plan as well as individual plans for each building at a neighborhood community meeting held by the Talbot Norfolk Triangle Civic Association (TNT). The community held a vote at the TNT meeting to approve the Talbot Ave Building. TLD plans to continue its dialogue with the community regarding the Talbot Ave Building through the Article 80 review process and the Zoning Board of Appeals process.

BOSTON ZONING CODE

Anticipated Permits and Approvals

Pursuant to the requirements of Small Project Review, under Article 80 of the Zoning Code, the Proposed Project shall undergo further community review and public comment. The list below outlines the City of Boston Permits and Approvals anticipated to be required for the Proposed Project

Permits/Approvals:

- Zoning Board of Appeals
- Boston Planning and Development Agency
- Boston Water and Sewer
- Public Works Dept. (curb cuts and street trees)
- Boston Transportation Dept.
- Dept. of Neighborhood Development design review

Exhibit 2: Zoning Code Refusal

Zoning Code Refusal to be provided at a later date. Below is a zoning analysis for the project.

BOSTON ZONING CODE DATA

Zoning Overview

The Project Site is located within the 3F-6000 (Three Family Residential) sub-district of the Dorchester Neighborhood District, Article 65 of the City of Boston Zoning Code. **Therefore the proposed project will require a variance from the City Zoning Board of Appeals (ZBA) for Use to allow the construction of this multi-family residential building (65-7).** The table below describes applicable dimensional regulations in this sub-district and indicates if a variance from the ZBA will be required.

Table A – Use Regulations in Residential Subdistricts

Use	3F-6000 Zone	Variance Required
Multi-family dwelling	F	Yes
Retail	F	Yes
Restaurant	F	Yes
Office	F	Yes
Kindergarten	c	Yes

Table 3F-6000 Subdistrict – Dimensional Requirements “Any Other Dwelling or Use”

Dimensional Element	3F-6000 Subdistrict	Proposed Project	Zoning Relief Required?
Minimum Lot Size	6,000	12,357 sf	No
Additional Lot Area for Each Additional D. U.	N/A	N/A	No
Max. Floor Area Ratio	0.4	1.59	Yes
Max. Building Height	2½/35'	4/46'-0"	Yes
Min. Usable Open Space per D.U.	750 sf	234 sf	Yes
Min. Lot Width	50	94'-11"	No
Min. Lot Frontage	50	135'-4"	No
Min. F.Y.	15'	2'-0"	Yes
Min. S.Y.	10'	13'-5"	No
Min. R.Y.	30'	N/A	No
Min. Number of Parking Spaces	1.5 per D.U. 1.5 x 21=32	9 (for all uses)	Yes

Min. Size of Parking Spaces	7' x 18' (50%) 8.5' x 20' (50%)	7' x 18' (50%) 8.5' x 20' (50%)	No
Min. Number of Loading Spaces	1	0	Yes

Note: Proposed setbacks are subject to approval during Design Review process at BPDA

Exhibit 3: Zoning Code Appeal

Zoning Code Appeal to be provided.

Exhibit 4: Locus Plan

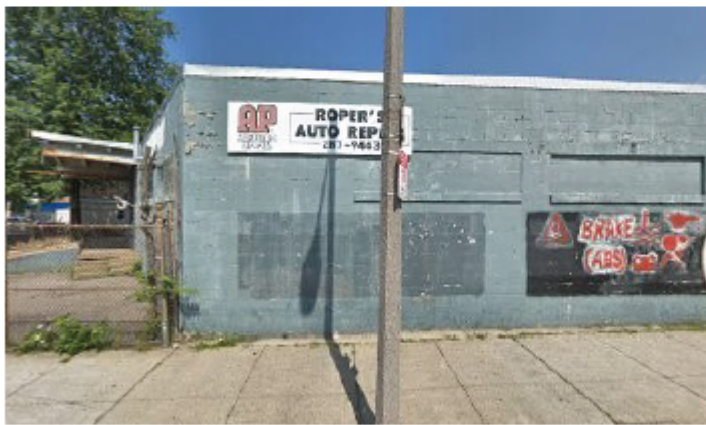


270 Talbot Ave

270 Talbot and Spencer Street Site Locus Map



Map data ©2019 200 ft



270 Talbot Ave

Boston, MA 02124



Directions



Save



Nearby



Send to your phone



Share

Exhibit 5: Public Transportation

LOCAL PUBLIC TRANSIT



KEY




-  PROPOSED SITE
-  COMMUTER RAIL
FRANKLIN LINE, FAIRMOUNT LINE
-  BUS STOP
-  MAJOR ROAD

Exhibit 6: Existing Conditions Context Photos

Talbot/Spencer St



Exhibit 8: Proposed Building Program

Design Approach

270 Talbot Ave is a proposed development consisting of 21 market-rate residential units and 2 retail spaces. The site is comprised of an irregular shaped lot, bounded by Spencer St on the North and East and by Talbot Ave at the South. The Project Site consists of a vacant existing 1-story building. The Proposed Project consists of a 4-story wood-framed building which will offer approximately 2,200 sf of retail space and 10,300 sf of residential space distributed through 21 apartments, ranging in size from studio to 2 BR units.

The Proposed Project retains the residential scale by maintaining a large backyard, creating an entry plaza from the parking area. Located at the North of the building, this area will consist of 9 parking spaces. The building footprint is comprised of a triangular wedge, chamfered at the Talbot Ave / Spencer St corner. This enlarges the sidewalk at the intersection, creating a welcoming public front for the building in close proximity to the retail entries.

Located on a street which is home to both residential and light industrial uses, the Proposed Project makes a contemporary contribution to, and reinforces, the residential character of the street and neighborhood. The building is comprised of two different facade treatments. The Talbot Ave facade wraps around the chamfered corner and consists of undulating panels that visually reduce the scale of the building massing. The Spencer St facade expresses a residential character by emphasizing vertical bays, relating directly to proportions of the surrounding residences.

Sustainability

The Proposed Project will be constructed to meet zero carbon emission standards that consider both operational performance, EUI (energy use intensity) and cost measures. To achieve these standards of sustainability, the Proposed Project will be modeled in WUFI passive and will use Passive house design criteria as a baseline metric. The following baseline criteria will be met; air-tight envelope that meets 0.06 cfm / sf air tightness requirement, a thermally broken envelope with continuous insulation; triple-glazed windows (min. 0.22 U-value); a rain screen wall assembly, 75% of clear roof area to support solar PV arrays; high-efficiency heating/cooling system (3.0 C.O.P), heat recovery ventilation system for fresh air (min. 57% efficiency); air-tight compartmentalized residential units; low water consumption fixtures; LED lighting; low/no VOC finishes.

Transportation, Access, and Parking

The Proposed Project will provide 9 on-site uncovered parking spaces, located at the North side of the building. The parking driveway will connect to Spencer St via a new curb cut.

Secure and covered bicycle racks with the capacity to store 21 bicycles will be provided in the new building, with an additional bicycle rack for 7 bicycles to be provided outside the building.

The Project Site is a five-minute walk (approximately 0.2 miles on foot) from the Talbot Ave MBTA Station, which serves the Commuter Rail Line and numerous bus lines; as such the Proposed Project represents a transit-oriented development opportunity.

Exhibit 9: Preliminary Code Analysis

See attached Preliminary Code Analysis from Fitzemeyer and Tocci

270 Talbot Ave. Article 80 Submission

Preliminary Building Code Analysis

This preliminary code analysis is based on 780 CMR 9th Edition (Massachusetts State Building Code).

Description

- Use Groups: R-2/M/S-1
- Building Area: 4,914 sf
- Aggregate Bldg. Area: 19,658 sf
- Building Height: 4 St./46'-0"
- Construction Type: VA
- Frame Hourly Rating: 1 Hour
- Shafts: 1 hour if less than four stories, 2 hours if four stories or more.
- Fire Separation Distance: 1 hour exterior walls where less than 10'-0"
- Dwelling Units: 21
- D.U. Separations: 1 Hour
- Fire Protection: Sprinklers and Alarm System. CO and Smoke Detection in D.U's.
- Occ. Load per Floor: 50
- No. of Exits per Floor: 2
- Cap. of Exits per Floor: 320
- Max. Travel Distance: 250'
- Interior Finish: Class C throughout

Use Groups:

This building will contain two retail areas on the ground floor, classified as Use Group M. The Bicycle storage room constitutes moderate hazard storage (Use Group S-1). The Lobby is included in the Gross Square Footage of the Residential area. The Laundry Room is an incidental use which does not require a rated separation in this fully sprinkled building.

Building Area:

780 CMR defines “Building Area” as “the area included within surrounding exterior walls (or exterior walls and fire walls) exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.” The proposed building area for 270 Talbot Ave. Apartments is well within the 36,000 sf allowance for a fully sprinkled multi-story R-2 building in Construction Type VA.

Aggregate Building Area:

The maximum allowed aggregate area is three times the maximum allowed Building Area.

$36,000 \times 3 = 108,000$ sf. The actual aggregate building area is 19,658 sf, and therefore compliant.

Building Height:

IBC defines “Building Height” as “the vertical distance from grade plane to the average height of the highest roof surface.” Mechanical penthouses occupying one-third or less of the roof surface below do not contribute to the calculation of building height in either feet or stories.

Construction Type:

Construction Type VA requires a fire-resistant primary structural frame of 1 hour. Also please see discussion of fire separation distance below.

Frame Hourly Rating:

In addition to 1 hour of fire-resistance on the primary structural frame, any building component required to be rated, such as shafts and dwelling unit separations, must be supported by construction of an equivalent fire-resistance.

Shafts:

Whether for mechanical ducts, elevators or stairs, shafts must be separated from adjacent spaces to prevent fire spread between stories. As vehicles for stack effect, the taller the shaft, the more potential for air movement, and therefore for spread of smoke and fire. For this reason a shaft that exceeds three stories in height must be rated to achieve a 2 hour fire-resistance, whereas shafts that are three stories or less are only required to provide 1 hour.

Fire Separation Distance:

Fire separation distance regulates exterior wall ratings and the allowed percentage of exterior openings based on distance to the centerline of a public way, an interior lot line, or an imaginary line between two buildings on the same lot.

Dwelling Unit Separations:

A fully sprinkled dwelling unit in construction type VA is required to have 1 hour of fire-resistance for unit separations (780 CMR 708.3). As mentioned above, all supporting construction must be equivalent.

Fire Protection:

The building will be provided with sprinklers throughout in conformance with NFPA-13. The alarm system will sound upon sprinkler waterflow. Standpipes will be required if the floor level of the highest story is located more than 30 feet above the lowest level of fire department vehicle access. A manual fire alarm system that activates the occupant notification system is not required if the notification appliances will automatically activate upon a sprinkler water flow. Single- or multiple-station smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area and in each room used for sleeping. Carbon monoxide detection is required outside of each separate sleeping area. Emergency responder radio coverage is required in all new buildings.

Egress:

The remoteness of proposed egress from all floors meets the minimum requirement of 1/3 the maximum overall diagonal distance. Exit sign and means of egress emergency lighting will be provided with emergency standby power.

Elevator:

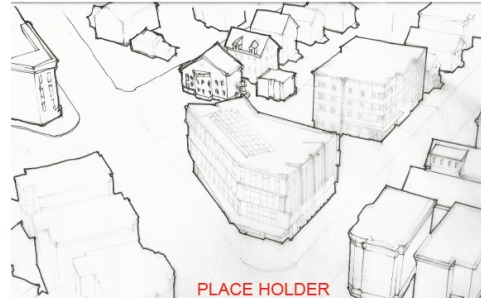
The elevator will meet the cab size requirement for movement and transportation of stretchers. The elevator is not required to be provided with emergency standby power as it does not serve four floors above the level of exit discharge.

Exhibit 10: Site Plan & Plot Plan

SITE PLAN



THE TALBOT AVE AND SPENCER ST. SITE WILL BE MASTER PLANNED TOGETHER AND EVENTUALLY SUBDIVIDED TO FACILITATE TWO SEPARATE PROJECTS



STUDIO LUZ
ARCHITECTS
DMLA

TLee Development LLC

Commonwealth Neighborhood Development Corporation
187 Washington Street
Dorchester, MA 02124

PLOT PLAN

PLAN REFERENCES:
BOOK 1250 PAGE 32
BOOK 1274 PAGE 276
BOOK 1284 PAGE 276
BOOK 1284 PAGE 276

CITY OF BOSTON STREET LAYOUTS:
L-1981
L-1982
L-1983

NOTES:
1. WATER AND SEWER
2. SEE SHEET 10

GRAPHIC SCALE
1 inch = 20 feet

LOCUS MAP

REGISTERED PROFESSIONAL LAND SURVEYOR
MASSACHUSETTS REGISTRATION NUMBER 31047

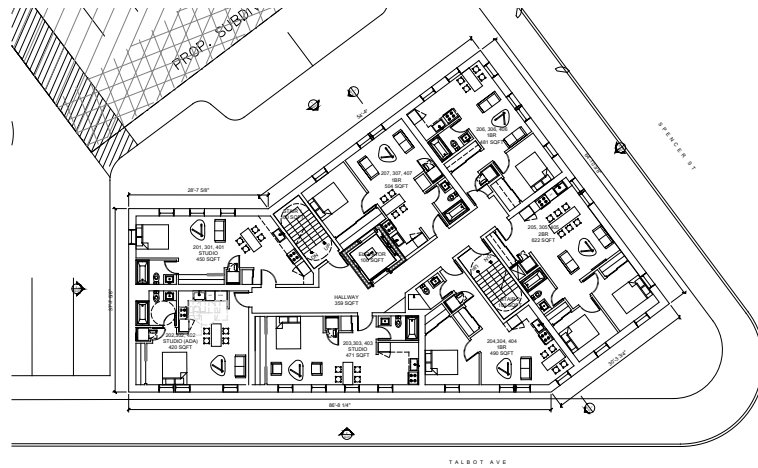
SDD
Spatial DATA & Design
99 MAIN STREET
MILBURY, MA 01527
PHONE: (508) 277-4735
www.sddteam.com

Plot Plan
Showing Proposed Buildings and Proposed Division Line
Prepared for
Sherwood Consulting & Design, LLC
270 Talbot Avenue
(Suffolk County)
Dorchester District
Boston, Massachusetts

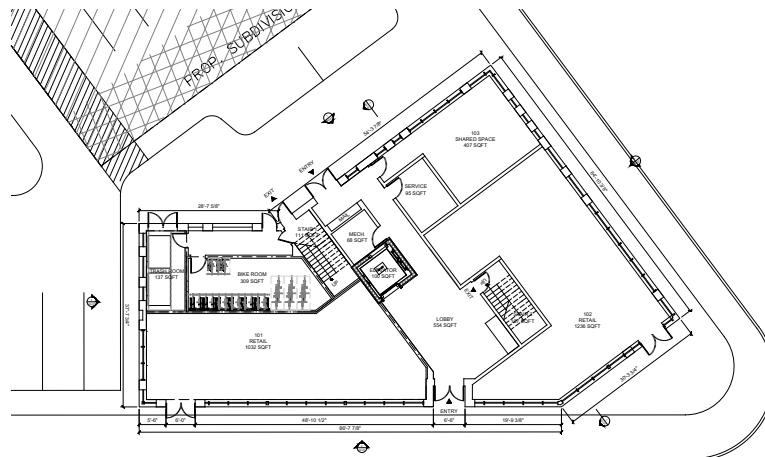
NO.	REVISION	DATE	BY
1	ISSUED	09/11/2018	TCW
2	REVISED	10/11/2018	TCW

Exhibits 11 and 12: Floor Plans

Exhibit 12: Floor Plans



2ND - 4TH FLOOR PLAN



1ST FLOOR PLAN

Exhibit 13: Elevations



WEST ELEVATION

Exhibit 13: Elevations



EAST ELEVATION

Exhibit 13: Elevations



SOUTH ELEVATION

Exhibit 13: Elevations



NORTH ELEVATION

Exhibit 14: Renderings



AERIAL VIEW OF TALBOT AVE / SPENCER ST CORNER



STREET LEVEL VIEW FROM TALBOT AVE

Exhibit 15: LEED Checklist



LEED v4 for Building Design and Construction: Homes and Multifamily Lowrise

Project Checklist

Project Name: Spencer St
Date: 24-Sep-19

Y ? N

Y	?	N	Credit	Integrative Process	2
15	0	0	Location and Transportation		15
Y			Prereq	Floodplain Avoidance	Required
PERFORMANCE PATH					
			Credit	LEED for Neighborhood Development Location	15
PRESCRIPTIVE PATH					
8			Credit	Site Selection	8
3			Credit	Compact Development	3
2			Credit	Community Resources	2
2			Credit	Access to Transit	2
5	0	0	Sustainable Sites		7
Y			Prereq	Construction Activity Pollution Prevention	Required
Y			Prereq	No Invasive Plants	Required
1			Credit	Heat Island Reduction	2
2			Credit	Rainwater Management	3
2			Credit	Non-Toxic Pest Control	2
6	2	0	Water Efficiency		12
Y			Prereq	Water Metering	Required
PERFORMANCE PATH					
			Credit	Total Water Use	12
PRESCRIPTIVE PATH					
5			Credit	Indoor Water Use	6
1	2		Credit	Outdoor Water Use	4
28	3	0	Energy and Atmosphere		38
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Energy Metering	Required
Y			Prereq	Education of the Homeowner, Tenant or Building Manager	Required
PERFORMANCE PATH					
26			Credit	Annual Energy Use	29
BOTH PATHS					
2	2		Credit	Efficient Hot Water Distribution System	5
			Credit	Advanced Utility Tracking	2
			Credit	Active Solar Ready Design	1
	1		Credit	HVAC Start-Up Credentialing	1
PRESCRIPTIVE PATH					
Y			Prereq	Home Size	Required
			Credit	Building Orientation for Passive Solar	3
			Credit	Air Infiltration	2
			Credit	Envelope Insulation	2
			Credit	Windows	3
			Credit	Space Heating & Cooling Equipment	4

EA PRESCRIPTIVE PATH (continued)					
			Credit	Heating & Cooling Distribution Systems	3
			Credit	Efficient Domestic Hot Water Equipment	3
			Credit	Lighting	2
			Credit	High Efficiency Appliances	2
			Credit	Renewable Energy	4

2	0	0	Materials and Resources		10
Y			Prereq	Certified Tropical Wood	Required
Y			Prereq	Durability Management	Required
1			Credit	Durability Management Verification	1
1			Credit	Environmentally Preferable Products	4
			Credit	Construction Waste Management	3
			Credit	Material Efficient Framing	2

7	3	0	Indoor Environmental Quality		16
Y			Prereq	Ventilation	Required
Y			Prereq	Combustion Venting	Required
Y			Prereq	Garage Pollutant Protection	Required
N/A			Prereq	Radon-Resistant Construction	Required
Y			Prereq	Air Filtering	Required
Y			Prereq	Environmental Tobacco Smoke	Required
Y			Prereq	Compartmentalization	Required
1	2		Credit	Enhanced Ventilation	3
			Credit	Contaminant Control	2
1	1		Credit	Balancing of Heating and Cooling Distribution Systems	3
			Credit	Enhanced Compartmentalization	1
			Credit	Enhanced Combustion Venting	2
			Credit	Enhanced Garage Pollutant Protection	2
			Credit	Low Emitting Products	3

1	1	0	Innovation		6
Y			Prereq	Preliminary Rating	Required
	1		Credit	Innovation	5
			Credit	LEED AP Homes	1

1	1	0	Regional Priority		4
1	1		Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1

65	10	0	TOTALS		Possible Points: 110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110					

Exhibit 16: Article 80 Accessibility checklist

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>

6. **Visitability** – A place’s ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information:			
<i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	270 Talbot Ave. Apartments		
Primary Project Address:	270 Talbot Ave.		
Total Number of Phases/Buildings:	One (1)		
Primary Contact (Name / Title / Company / Email / Phone):	TLee Development LLC 1452 Dorchester Ave. 4 th Floor Boston, MA 02122		
Owner / Developer:	TLee Development LLC 1452 Dorchester Ave. 4 th Floor Boston, MA 02122		
Architect:	Studio Luz Architects 67 Poplar Street Boston, MA 02131		
Civil Engineer:	Sherwood Consulting and Design LLC 26 Smith Place, Suite #2 Cambridge, M 02138		
Landscape Architect:	Deborah Myers Landscape Architecture 36 Bromfield St. Suite 503 Boston, MA 02108		
Permitting:	TBD		
Construction Management:	TLee Development LLC 1452 Dorchester Ave. 4 th Floor Boston, MA 02122		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	NO			
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>				
What are the dimensions of the project?				
Site Area:	12,357 SF	Building Area:	19,658 GSF	
Building Height:	44'-11" FT.	Number of Stories:	4 Flrs.	
First Floor Elevation:	TBD	Is there below grade space:	Yes / No	
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	Bike Storage, Laundry, Entrance, Dwelling Units			
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	This western edge of the Codman Square Neighborhood consists of low rolling hills and light industrial sites with interspersed residential.			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	The site is adjacent to the Talbot Ave. Commuter Rail Station on the Fairmount Line. There are also multiple bus routes that serve Codman Square.			
List the surrounding institutions: hospitals, public housing, elderly and disabled	Codman Square Health Center; Second Church of Dorchester, Former Girls Latin Academy, Lithgow Building			

housing developments, educational facilities, others:	
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Codman Sq. Branch of the Boston Public Library; Codman Sq. YMCA
<p>4. Surrounding Site Conditions – Existing:</p> <p><i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
Is the development site within a historic district? If yes , identify which district:	NO
Are there sidewalks and pedestrian ramps existing at the development site? If yes , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	NO
Are the sidewalks and pedestrian ramps existing-to-remain? If yes , have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes , provide description and photos:	N/A
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes , choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	TBD
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	TBD

List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Concrete walkways and sidewalks are proposed for the site. Sidewalk improvements are included in the proposed project.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes , what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	NO
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	N/A
Will any portion of the Project be going through the PIC? If yes , identify PIC actions and provide details.	No
6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	9 in Parking Lot
What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?	1 Van Accessible
Will any on-street accessible parking spaces be required? If yes , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	N/A
Where is the accessible visitor parking located?	In Lot

<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p>No</p>
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Both Street and Rear entrances to building have flush entrances</p>
<p>Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no</i>, what is the reason?</p>	<p>Standard and accessible entrances are one and the same.</p>
<p><i>If project is subject to Large Project Review/Institutional Master Plan</i>, describe the accessible routes way-finding / signage package.</p>	<p>The Project is not subject to Large Project Review</p>
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	<p>21 Dwelling Units</p>
<p><i>If a residential development</i>, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	<p>Market</p>
<p><i>If a residential development</i>, how many accessible Group 2 units are being proposed?</p>	<p>Two (2) 10% per Department of Neighborhood Development</p>
<p><i>If a residential development</i>, how many accessible Group 2 units will also be IDP units? <i>If none</i>, describe reason.</p>	<p>TBD</p>
<p><i>If a hospitality development</i>, how many accessible units will feature a wheel-in shower? Will accessible equipment be</p>	

provided as well? If yes , provide amount and location of equipment.	N/A
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. If yes , provide reason.	No
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes , describe:	Elevator serves all floors
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	Street trees are currently proposed as part of this project.
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	N/A
Are any restrooms planned in common public spaces? If yes , will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? If no , explain why not.	No, the building is intended for use by occupants and their guests only.
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes , did they approve? If no , what were their comments?	No
Has the proponent presented the proposed plan to the Disability Advisory Board at one	

<p>of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>No</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. YES</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances. YES</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) N/A</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.YES</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"> • • • • 	

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor’s Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

Exhibit 17: Site Control

See attached tentative designation letter from the Public Facilities Commission.



CITY OF BOSTON • MASSACHUSETTS
DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT
MARTIN J. WALSH, MAYOR

January 28, 2019

Ms. Gail Latimore
Codman Square Neighborhood Development Corporation
587 Washington Street
Dorchester, MA 02124

Mr. Travis Lee
TLee Development LLC
1452 Dorchester Avenue
Dorchester, MA 02122

Re: 270 Talbot Avenue and Spencer Street, Dorchester

Dear Ms. Latimore and Mr. Lee:

I am pleased to inform you that the Public Facilities Commission approved the tentative designation of a nominee comprised of principals of Codman Square Neighborhood Development Corporation and TLee Development LLC as the developer of 270 Talbot Avenue and Spencer Street in Dorchester at their meeting on January 16, 2019. This designation will expire twelve months from the date of the Public Facilities Commission vote.

Your development team is authorized to initiate pre-development activity related to the project.

If you have any questions, please call me at 617-635-0493. Thank you.

Sincerely,

Christopher Rooney
Development Officer
Real Estate Management and Sales
Department of Neighborhood Development



