



**30 PENNIMAN ROAD
BOSTON (ALLSTON), MA
SMALL PROJECT REVIEW APPLICATION**

Submitted To:
Boston Planning and Development Agency



Prepared by:
Bohler Engineering



Submitted by:
Jumbo Capital Management, LLC



In Association With:
O'Sullivan Architects, Inc.



In Partnership with:
The Michaels Organization



McDermott, Quilty & Miller LLP

MCDERMOTT
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MILLER LLP

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McDERMOTT
QUILTY &
MILLER LLP

28 STATE STREET, SUITE 802
BOSTON, MA 02109

30 ROWES WHARF, SUITE 600
BOSTON, MA 02110

VIA HAND DELIVERY

May 16, 2018

Brian P. Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Massachusetts 02201

Re: Article 80 Small Project Review Application
30 Penniman Road, Allston, MA

Dear Director Golden:


As counsel to Jumbo Capital Management, LLC, the owner-developer of the above referenced property ("Proponent"), I am pleased to submit the enclosed application for Article 80 Small Project Review.

Situated on approximately 11,639 square feet of land at 30 Penniman Road, in Boston's Allston Neighborhood and nestled between Cambridge Street and the Massachusetts Turnpike, the proposed project contemplates a new seven (7)-story (six stories with a stepped back seventh level), 46-unit residential condominium building above ground-level parking for 42 total vehicles utilizing a mechanical parking system, lobby utility spaces and two (2) artists' loft live/work spaces on the ground level with direct access outside; six (6) of the residential units will be affordable. The proposed project revitalizes an under-utilized property site which was previously damaged by a fire causing portions of the existing building to become uninhabitable, thus necessitating the instant proposal to construct a new building with much-needed residential units, which conform to the character of the surrounding neighborhood, future development and the abutting residential subdistricts.

The Proponent is in process of conducting extensive outreach with nearby and abutting property owners, area residents, local elected and appointed officials and agency staff to seek and integrate neighborhood input into its development program, at community meetings before the Brighton Allston Improvement Association and the Allston Civic Association ("ACA"), where the resulting input has been to address this existing distressed building and provide additional homeownership opportunities. In this regard, the Proponent has also recently constructed a 36-unit condominium building with 35 parking spaces at 20 Penniman Road and worked with the ACA on home ownership opportunities in this immediate neighborhood over the past few years. As a result of this preliminary outreach and continued dialogue with the community, the Proponent is now pleased to submit the enclosed application for Article 80 Small Project Review.

Thank you for your consideration of this application, and I look forward to working with you towards a successful outcome.

Very truly yours,



Joseph P. Hanley, Partner

1.0 EXECUTIVE SUMMARY

1.1 Introduction

Project Name: 30 Penniman Road

Address/Location: 30 Penniman Road, Boston, MA 02134

Assessor's Parcel #: 2201822010

Jumbo Capital Management LLC (the "Proponent") proposes to construct a new seven (7)-story (six stories with a stepped back seventh level), 46-unit residential condominium building above ground-level parking for 40 vehicles utilizing a mechanical parking system as well as two (2) accessible parking spaces in the parking garage, lobby utility spaces, bike room, and two (2) artists' loft live/work spaces on the ground level with direct access outside; six (6) of the residential units will be designated as affordable (the "Project"). The Project is proposed on approximately 11,639 square feet of land at 30 Penniman Road, in Boston's Allston Neighborhood and nestled between Cambridge Street and the Massachusetts Turnpike (the "Site" or "Project Site"). The Site is generally bounded by Penniman Road to the west, a newly constructed residential building to the north, a surface parking lot to the east, and a brick, one (1)-story building to the south. The Site is relatively flat and is currently occupied by a non-descript four (4)-story brick building that takes up most of the Site. The existing building is approximately 29,200 square feet with eight (8) artist live/work spaces, nine (9) residential units and three (3) commercial units and has no on-site parking.

1.2 Proposed Project

1.2.1 *Project Site and Context*

The Site is identified in the public records of the City of Boston (the "City") as 30 Penniman Road, Ward 22, Boston, Suffolk County, Massachusetts with Parcel No. 2201822010. The Site has an assessing classification of 13 (Multiple use Property / RES /COMMERCIAL USE) and the last approved legal use of the four (4)-story building on-site was eight (8) artist live/work spaces, nine (9) residential units and three (3) commercial units, including health club, restaurant and sound studio per BOA#621947 (collectively, the "Existing Conditions at the Premises"). See Figure 3-1 for the Project locus and Figure 3-2 for Project aerials.

Based on conversations with the Boston Water & Sewer Commission (BWSC) for neighboring projects, it is anticipated that the existing utilities in the adjacent streets

have adequate capacity to serve the Project. An existing 10" water main and 12" separated sewer main, both owned by BWSC, run west of the Site along Penniman Road. An existing 12" separated storm drain main, owned by BWSC, is located approximately 50 feet south of the Site along Penniman Road. No existing catch basins are in proximity of the Site.

An adjacent new development to the north and a proposed development to the south and east both have stormwater management systems the Project anticipates utilizing for its own stormwater management. The proposed water, sewer, and drain connections will comply with BWSC.

Please see Figure 3-3 and Figure 3-4 for neighborhood photographs showing further context of the Project.

1.2.2 Project Description

The Project proposed at 30 Penniman Road in Allston is a new seven (7)-story residential building to replace the severely deteriorated four (4)-story mixed-use building presently on-site. There will be a ground floor with lobby, package room, trash room, bike parking area and 42 vehicle parking spaces as well as two (2) direct exterior access artist live/work spaces. The upper floors will contain an additional 44 units of residential for sale condominiums. This building will share an exterior at grade courtyard with the adjacent *Penniman on the Park* condominium located to the north as well as the open landscaped spaces and amenities proposed in the *40 Rugg Road Mixed-Use Development* adjacent to the Project on the south and east sides. Specific units are designed to provide ownership opportunity to purchase live/work space units for artists which have a long history of being located in this area. As the last piece to be developed on the block of Penniman Road, Braintree Street and Rugg Road, the new building will relate in materials and scale to align with the other buildings to form a cohesive community.

The new building will be approximately 47,640 square feet with 46 units of home ownership residential condominium units on the upper 6 floors. There is a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. Unit amenities will include individual HVAC, laundry, hot water, open concept living and 9-foot ceilings. Some of the units will have balconies and the top floor, which will be set back from the street and the adjacent building, which has roof terraces.

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 *Project Proponent*

Jumbo Capital Management LLC
1900 Crown Colony Drive Suite 405
Quincy, MA 02169
Jay Hirsh
Stephen Laverty
Bradford Spencer

The 30 Penniman Road development will be wholly owned by Jumbo Capital Management LLC, for which it or all/some of its Principals will be the Managing Member. This entity's EIN number is 26-4715909.

Jumbo Capital Management LLC has been defined as the Project's Developer and will be responsible for all project oversight. An affiliate of The Michaels Organization will participate as a Special Limited Partner.

2.1.2 *Special Limited Partner*

The Michaels Organization
3 East Stow Road
Marlton, NJ 08503
Kristina Vagen
Jay Russo

The Michaels Organization, or an affiliate thereof, will participate in the 30 Penniman project as a Special Limited Partner in the LLC noted above. The Manager of this Special Limited Partner, like all of TMOs affiliates, is expecting to be Michael J. Levitt with the address of 3 E Stow Road, Suite 100, Marlton, NJ 08053. Michael J. Levitt is also the sole member of the Michaels Holding Company I, LP, who is the sole member of The Michaels Development Company I, LP who D/B/A the Michaels Organization.

2.1.3 *Development Team*

2.1.3.1 *Counsel*

Legal: McDermott, Quilty & Miller LLP
28 State Street, Suite 802
Boston, MA 02109
617-946-4600
Joseph Hanley, Esq.
Nicholas J. Zozula, Esq.

2.1.3.2 *Project Consultants and Architects*

Architect: O'Sullivan Architects, Inc.
606 Main Street, Suite 3001
Reading, MA 01867
781-439-6166
David H. O'Sullivan, AIA
Erion Nikolla, LEED Green Associate

Civil Engineering &
Permitting Consultant: Bohler Engineering
45 Franklin Street, 5th Floor
Boston, MA 02110
617-849-8040
Stephen Martorano, PE
Timothy Hayes, PE

Landscape Architects: Bohler Engineering
45 Franklin Street, 5th Floor
Boston, MA 02110
617-849-8040
Matthew Mrva, RLA
Jay Emperor, RLA

2.2 **Public Benefits**

The proposed Project will offer many public benefits to the Allston neighborhood and to the City of Boston, including the following:

- Revitalizing an underutilized property, which was previously damaged by a fire causing portions of the existing building to become uninhabitable, with construction of a new building providing much-needed residential units that conform to the character of the surrounding neighborhood, future development and the abutting residential subdistricts.

- Maintaining two (2) artist loft live/work spaces on the ground level with direct access outside.
- Replacing a non-descript and damaged building with 46 new residential units of much-needed high-quality housing, of which six (6) will be affordable in accordance with the City’s Inclusionary Development Policy (“IDP”), and including related improvements in site, landscaping and pedestrian and vehicular access.
- Introducing new neighborhood residents who will provide support to the local community and utilize local businesses, including a project scope and scale that is intended to further the residential policy goals of Boston Mayor Martin J. Walsh’s 2030 Housing Plan.
- Encouraging alternative modes of transportation through the use of bicycling, walking, and public transportation due to the walkable proximity of the new Boston Landing Commuter Rail station, the numerous bus lines along Cambridge Street and Brighton Avenue, and the MBTA Packards Corner Green Line Subway Station.
- Generating hundreds of thousands of dollars in new property tax revenue annually to the City.
- Estimating approximately \$ 15 million in construction costs, the proposed project will result in the creation of approximately 100 new construction jobs over an 18-month period.

2.2.1 Anticipated Employment Levels

The Project is expected to bring approximately 60 new residents, whose spending power and economic contribution are expected to support numerous local jobs and infrastructure. As a part of the construction process, the Project will provide temporary construction jobs. Furthermore, the Project’s proximity to the Boston Landing MBTA Station will create corresponding economic development. The Proponent will work closely with local community leaders to ensure that the Project fosters opportunities for employment.

2.2.2 Future Activities and Programs

By transforming an underutilized site into a vibrant residential location, the Project will contribute substantially to the improvement of the pedestrian environment, the potential adjacent retail and service vitality of the neighborhood, and the urban design and architectural character of the Allston/Brighton area.

2.2.2.1 New Market Rate and Affordable Housing Units

The Project will provide 46 units of much-needed housing and will satisfy the City’s IDP by designating 13% of the total units as affordable (six (6)

affordable housing units). The affordable housing units will be constructed on-site and be reserved for low income families in accordance with IDP regulations, and the unit sizes and unit mix will be consistent with current Boston Planning and Development Agency (BPDA) policies on affordable housing.

2.2.2.2 *Incorporation of Artist Space and Work*

The Proponent recognizes the value and impact artists and their art have in the Project's neighborhood and is thereby allocating two (2) of the six (6) on-site affordable units for City of Boston certified artists. The artist-reserved units will integrate specific accommodations, such as larger unit entrances with direct exterior access, flexible floor plans, high ceilings and more modest finishes, to make the space more applicable for artist use. The artist-reserved units will be adjacent to one another on the ground floor and will have access to the artists' gallery and workspace reserved for them in *40 Rugg Road Mixed-Use Development* Building C. Each artist will be provided space on the first floor of Building C for gallery and/or work space. Furthermore, artwork will also be displayed in common areas throughout the building.

In addition to providing affordable housing for artists, the Proponent intends to work closely with the artists who will call 30 Penniman and 40 Rugg Road home, as well as the artist's community as whole, to incorporate public art components throughout the development, which may include wayfinding signs, artistic bike racks, outdoor seating, and plantings and associated landscape architecture.

2.2.2.3 *Improved Pedestrian Amenities*

The Development Team will work closely with the Boston Public Works Department and is committed to improving the pedestrian experience along the Penniman Road frontage. These improvements will provide ADA/AAB compliant routes and adjacent landscaping. Public way improvements will adhere to City of Boston standards as well as the recommendations outlined in the Brighton Guest Street Area Planning Study (Planning Study). The Planning Study was developed by Sasaki Associates, the private developer, the City of Boston, and the Boston Redevelopment Authority; it underwent eight (8) months of community input and was issued in March 2012. The Planning Study establishes a

long-term vision for the area as an innovative and vibrant mixed-use urban destination.

The Planning Study considered Penniman Road a “neighborhood street” and our proposed streetscape for the Project will be consistent with the vision of the neighborhood street.

2.3 Regulatory Controls and Permits

2.3.1 *Zoning District*

The Project is located within the City’s Allston/Brighton Neighborhood Zoning District and within its Braintree Street Local Industrial 1 (LI-1) Subdistrict. It is not within any overlays or historic districts, but is subject to Parks Department Design Review under Ordinance 7.4-11 due to its proximity to the Penniman Road Play Area across the street. Map 7B/7D of the Boston Zoning Maps, adopted by the Zoning Commission of the City of Boston on November 6, 1991, effective November 13, 1991, as amended effective May 25, 2016, governs the Project Site as does Article 51 of the City of Boston Zoning Code (the “Zoning Code” or “Code”).

2.3.2 *Project Uses*

The Project will require a Use Variance for the proposed extension of the Multifamily Residential Use, which is a Forbidden Use under the Zoning Code. Although the Project Site was granted a Variance for Article 51, Section 19, Multifamily Residential Use Forbidden in 2016 under BOA#621947 and ALT#588037, the relief granted was for nine (9) residential units within the existing building and the Project’s proposed 46 units does not qualify as an extension of a nonconforming use as it involves an increase of more than 25% of the nonconformity (see Section 9-1 of the Zoning Code: Extension of Nonconforming Uses). The proposed two (2) artist live/work units are existing conditions on the premises as also approved by BOA#621947 and ALT#588037.

2.3.3 *Applicable Dimensional Regulations*

The Project will include approximately 47,640 gross square feet on a site that consists of approximately 11,639 square feet of land, for a resulting projected floor area ratio (“FAR”) of approximately 4.1. The LI-1 Zoning Subdistrict establishes a maximum FAR of 1.0. The applicable dimensional regulations under the LI-1 Zoning Subdistrict require: no minimum lot size, no additional lot area, no minimum lot width, no minimum lot frontage and no minimum side yard. The applicable dimensional regulations require a maximum building height of 35 feet, a minimum front yard

setback in accordance with Section 51-45.1 (Street Wall Continuity), and a minimum rear yard setback of 20 feet, as well 50 square feet of Usable Open Space per Dwelling Unit. The Project will also require variances for insufficient off-street parking, off-street loading and off-street parking design and maneuverability (due to the use of stackers). The Project applies to the dimensional regulations of the Code as follows:

Table 2-1: Dimensional Regulations

Dimensional Regulation	Braintree Street Local Industrial 1 Subdistrict	Proposed Project Conditions	Zoning Relief Required
Minimum Lot Size	None	11,639 SF	None
Minimum Lot Area per Dwelling Unit	None	N/A	None
Minimum Lot Width	None	Approx. 115.6 FT on Penniman Approx. 102.3 FT Rear	None
Minimum Frontage	None	115.6 FT	None
Maximum Floor Area Ratio (FAR)	1.0 FAR	4.1 FAR	Yes
Maximum Building Height	35 FT	80 FT	Yes
Minimum Usable Open Space per Dwelling Unit	50 SF per unit; 2,300 SF required	2,700 ± FT; 58 SF per unit	None
Minimum Front Yard	None, but see Section 51-45.1 (Street Wall Continuity)	5.4 FT	None
Minimum Side Yard	None	6 FT	None
Minimum Rear Yard	20 FT	14 FT	Yes
Minimum Number of Parking Spaces	2.0 parking spaces per dwelling unit for 10+ units; 0.7 parking spaces per dwelling unit for affordable housing (84 spaces total)	40 parking spaces; 2 accessible parking spaces	Yes

2.3.4 **Transportation**

Transportation/ Parking

Currently, there is no parking on-site. On-street parking is provided immediately adjacent to the Site on the east side of Penniman Road. This parking is unregulated with no posted restrictions other than street sweeping.

Per Article 51 of the Zoning Code, 84 parking spaces are required for the 40 residential units and six (6) affordable housing units being proposed. The Site, however, is located less than one quarter of a mile from the new Boston Landing MBTA Commuter Rail Station and near several MBTA bus routes, including: 51, 57, 57A, 64, 66, 501, and 503, which provide connections and access to other parts of Allston and Brighton as well as downtown Boston. Additionally, the Site is located approximately 0.5 miles from the Harvard Avenue Station of the MBTA Green light-rail system. The project's proximity to these pedestrian amenities is reflected in the "Walk Score" for the Project Neighborhood, which scores a 94 where daily life and errands do not require a car. Therefore, the Development Team aligned the off-street parking with the parking goals outlined by Boston Transportation Department (BTD), which recommends a maximum of 0.75-1.25 parking spaces per unit for residential projects in the Allston/Brighton neighborhood.

The Project proposes a mechanical parking system with 40 parking spaces as well as two (2) accessible spaces for residents thereby meeting the BTD guidelines (0.88 spaces per 1000 square feet). The parking structure entrance will be located on the north side of the building and vehicular access will be provided from Penniman Road.

Loading

The driveway proposed for residential access to the automated parking structure will also act as access for trash pick-up.

2.4 **Public Review Process**

The table below sets forth a list of federal, state and city agencies which permits or other actions are expected to be required:

Table 2-2: Federal, State, and City Agency Permits and Actions Excepted or Required

Agency Name	Permit / Approval
FEDERAL	
United States Environmental Protection Agency	National Pollution Discharge Elimination System
STATE	
Department of Environmental Protection, Division of Air Quality Control	Air Plans Approval; Pre-Construction Notice
Massachusetts Water Resources Authority	Construction Dewatering Permit
CITY OF BOSTON	
Boston Landmarks Commission	Article 85 Demolition Permit Review and Approval
Boston Planning and Development Agency	Article 80 Small Project Review; Cooperation Agreement; Affordable Housing Agreement; Community Benefits Agreement; Final Design Review Approval; Certification of Approval
Boston Water and Sewer Commission	Site Plan Approval; Construction Dewatering Permit; Stormwater Connection
City of Boston Committee on Licenses	Flammable Storage License to Erect a Parking Garage
City of Boston Inspectional Services Department	Building and Occupancy Permits; other construction Related permits
Boston Public Improvement Commission	Potential Street and Sidewalk Occupation Permits; Specific Repair Plan; Curb Cut Permit; Pedestrian Easement
Boston Board of Appeals	Approval of Zoning Relief for Project, as required
Boston Parks Commission	Approval of construction within 100 feet of a park

* This is a preliminary list based on Project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

3.0 DESIGN COMPONENT

3.1 Site Context

In order to better understand the existing conditions and infrastructure on and immediately adjacent to the Project Site, a boundary, topographic survey and utility survey was obtained. The ALTA-NSPS Land Title Plan, inclusive of metes and bounds, can be seen on Figure 3-5.

The Project is subject to land use controls contained in the Zoning Code. In accordance with Article 80 of the Zoning Code, the project is subject to the requirements of a Small Project Review because less than 50,000 square feet of gross floor area is being constructed.

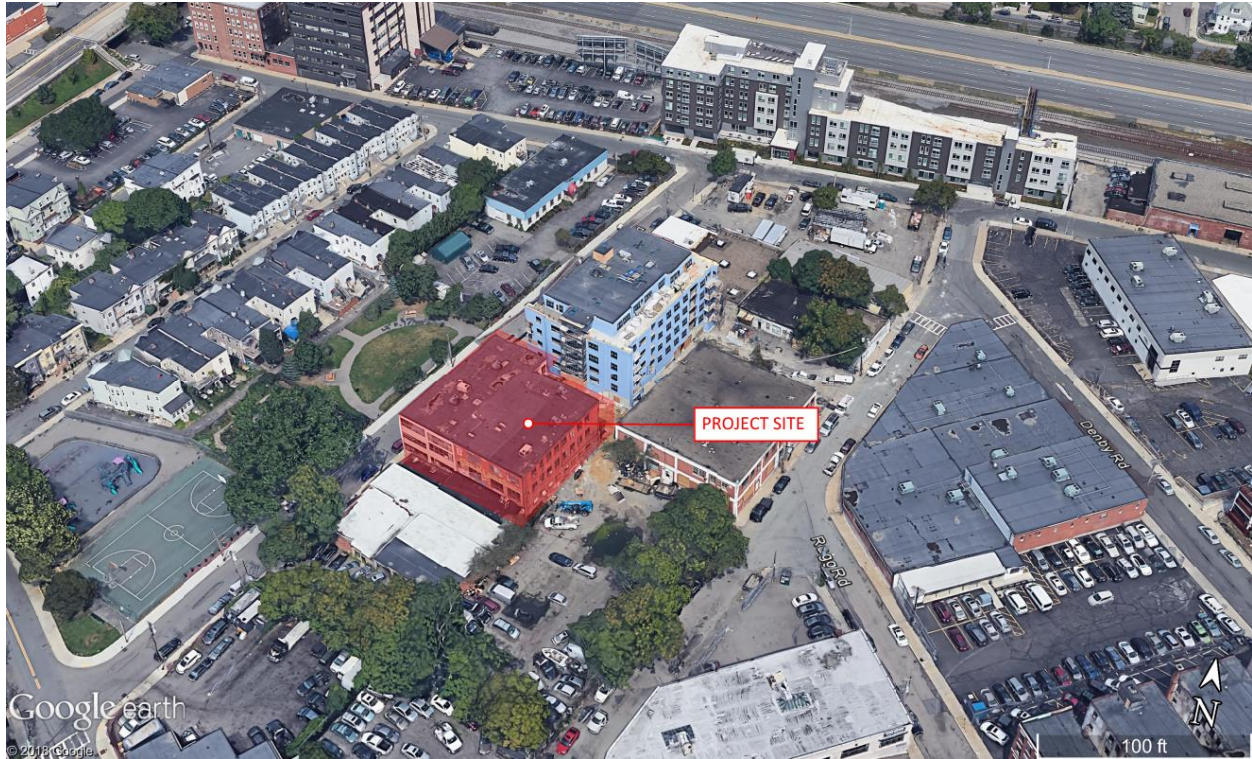
The Project is located within the Allston-Brighton Neighborhood District, governed by Article 51 of Zoning Code and is also located in the Braintree Street Local Industrial Subdistrict designated LI-1. As previously stated, the Site was included in the Planning Study, which establishes a long-term vision for the area as an innovative and vibrant mixed-use urban destination. The Project has been designed in accordance with this vision and the proposed redevelopment is aligned with the Planning Study's goal to introduce more residential in this area, specifically home ownership opportunities.

To the extent possible, the Project has been designed to comply with the applicable zoning requirements. Although the Planning Study identifies "residential land uses" as one of the most viable in the area and establishes a long-term vision of the area as an "urban mixed-use destination with vibrant community and residential uses," multifamily dwellings are not permitted under Article 51. In response to community feedback received during the *40 Rugg Road Mixed-Use Development* BPDA process, there was a strong desire to add home ownership opportunities in this block. Under the current zoning, the applicable dimensional requirements for the Site include a maximum FAR of 1.0 and a maximum building height of 35 feet. However, the Planning Study recommends that this area have an increased FAR and a height limit of 60-110 feet (6 to 12 stories). Therefore, a variance relief from the Zoning Board of Appeal will be requested.

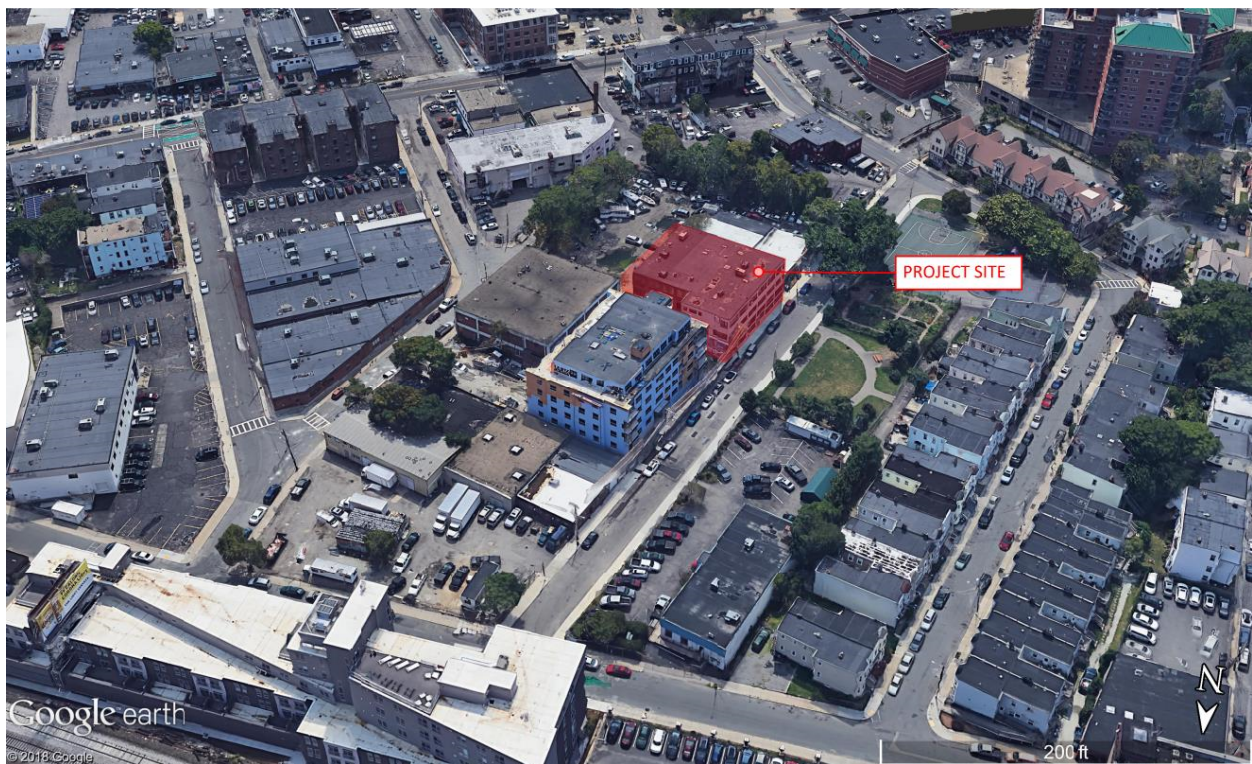
Figure 3-1: Aerial Locus Map



Figure 3-2: Aerial Views of Existing Site

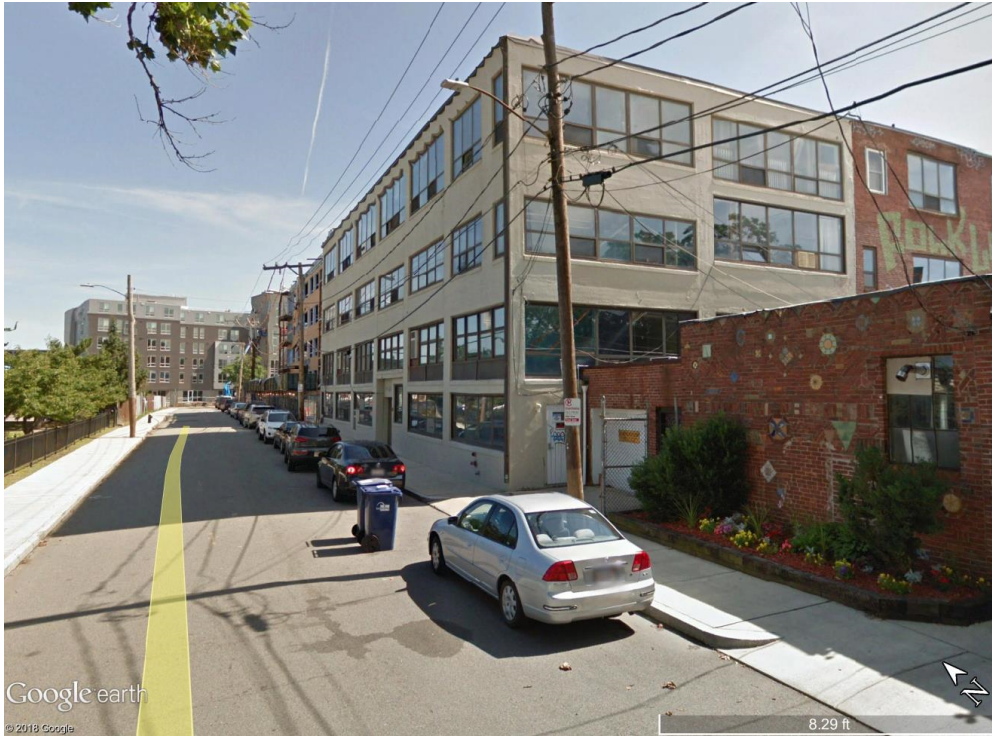


AERIAL VIEW OF SITE LOOKING NORTH-WEST



AERIAL VIEW OF SITE LOOKING SOUTH-EAST

Figure 3-3: Existing Conditions Photographs



STREET VIEW OF SITE LOOKING NORTH-WEST ON PENNIMAN ROAD



STREET VIEW OF SITE LOOKING SOUTH ON PENNIMAN ROAD

Figure 3-4: Existing Conditions Photograph



STREET VIEW OF SITE LOOKING WEST ON EMERY ROAD

3.2 Building Program

Table 3-1: Project Program

	Dimensions / Counts
Project Component	Current Proposal
Gross Floor Area	47,640 SF
Artist Gallery/Work Space	1,176 SF
Total GFA (FAR)	4.1
Parking Spaces	42
Ground Floor Amenities	1,134 SF

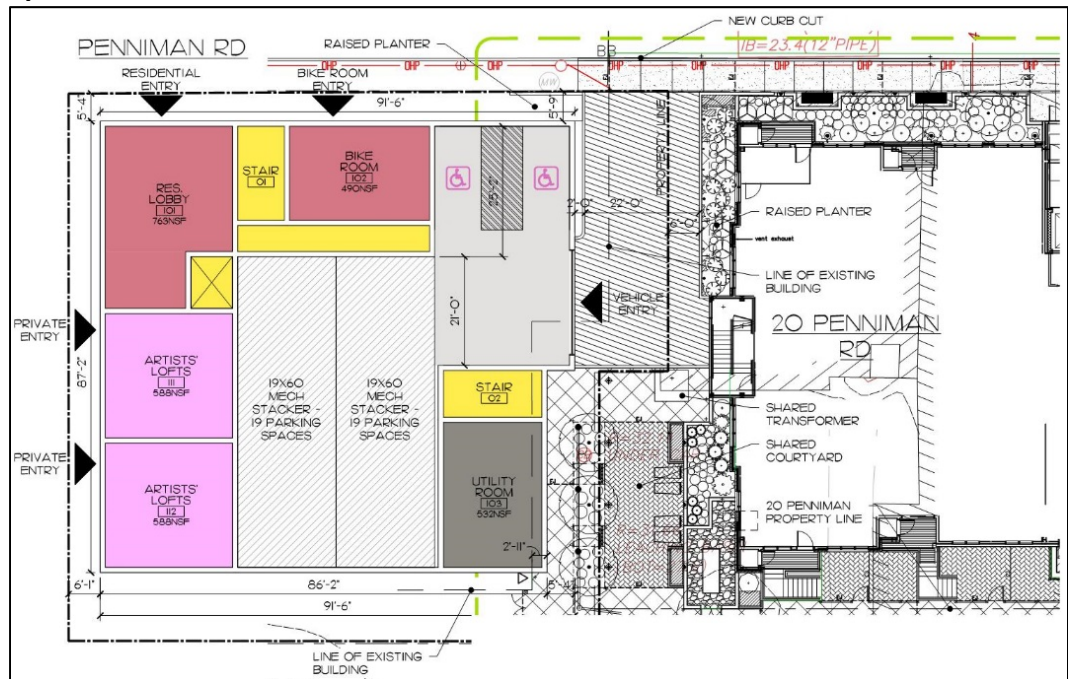
Table 3-2: Project Program

Level	Artist Live/Work	Studio	One-Bedroom	Two-Bedroom	Three-Bedroom	Total Units
GR	2	-	-	-	-	2
01	-	1	6	1	-	8
02	-	-	7	1	-	8
03	-	-	7	1	-	8
04	-	-	7	1	-	8
05	-	-	7	1	-	8
06	-	-	0	0	4	4
Total	2	1	34	5	4	46

3.2.1 Ground Floor Uses

The proposed building footprint for the new residential buildings is 7,768 square feet. The ground floor will include a central lobby and common areas including bicycle storage, trash, and service functions. The ground floor also has parking and two (2) direct courtyard access artist live/work loft spaces. See Figure 3-6 for the proposed Ground Floor Plan.

Figure 3-6: Proposed Ground Floor Plan



GARAGE LEVEL AND LANDSCAPE PLAN PLAN BY: O'SULLIVAN ARCHITECTS, INC. NOT TO SCALE.

The Project will continue the current mix of ground floor uses in the area to activate and enhance the existing streetscape. Principal vehicular access will be provided through a new access driveway off of Penniman Road.

3.2.2 Residential Units

The proposed new apartments will provide a diverse mix of housing for the Braintree Street LI-1 Subdistrict. The Project will provide a total of 46 dwelling units comprised of the two (2) artist live/work, one (1) studio condominium with 535 square feet, 34 one-bedroom condominiums with an average of 680 square feet, five (5) two-bedroom condominiums with an average of 949 square feet and four (4) three-bedroom penthouse condominiums with an average of 1,250 square feet. The dwelling units will be organized around a central corridor. The layout and shape of the buildings are intended to provide an efficient footprint that will create an urban edge along the street. The penthouse floor will provide a direct access to private roof terraces for the units.

3.3 Design Concept

The Project's urban design goal is to significantly enhance this last section of Penniman Road with a well designed building using high quality, modern building materials. A proposed sidewalk with raised planter in front of the building will help to provide a pedestrian friendly environment.

The building is fronted by a large lobby and bike room to activate the street with approximately 12-foot high ceilings. Simple and light colored finishes and a full height aluminum and glass curtain wall on the southwest corner will give the space an open and welcoming presence from both inside and out.

The proposed brick base for the building will align with 20 Penniman and the upper floors will relate to the color and materials of the buildings proposed in the *40 Rugg Road Mixed-Used Development*. We have also accented the southwest corner of the building as a unified mass to bookend the courtyard between the Project and Building A proposed in the *40 Rugg Road Mixed-Used Development*. The exterior design of the new building will thereby bring together the neighboring developments, creating a cohesive block.

3.4 Height and Massing

The massing of the building has been designed to maintain the scale of the *40 Rugg Road Mixed-Used Development*, which comprises most of the block. The main portion of the building has a height similar to *40 Rugg Road Mixed-Used Development* with the penthouse level being set back from Penniman Road and the 20 Penniman building to the north. The rear portion of the building has cut in roof terraces to relate to the rear of Building B in the *40 Rugg Road Mixed-Used Development*.

3.5 Façade Design, Fenestration, and Building Materials

The proposed façade will give the building a modern and welcoming appearance. The lower portion of the building will be brick and the entry elements will consist of glass and masonry, relating closely to the character of 20 Penniman. The same panel cladding will be used on this building as the adjacent structures. The rear facades will be of equal quality to the front portions of the building. We have been working with BPDA for Design Review and will continue to do so as we work through the approval process.

3.6 Exterior Signage and Lighting

The Project will not have any signage on the front façade of the building except the address over the main entry. Any necessary exterior wayfinding signage will be designed to be compatible with exterior building materials and the graphic identity of the Project. Exterior lighting, where used, will be primarily indirect LED lighting to illuminate building entrances, ground surfaces, and pedestrian pathways.

3.7 Site Design

The Site is relatively flat and is currently occupied by a non-descript four (4)-story brick building that takes up most of the Site. The existing building is approximately 29,200 square feet with eight (8) artist live/work spaces, nine (9) residential units and three (3) commercial units and has no on-site parking. Currently, the Site does not provide any pedestrian-level activity. Consequently, in its current condition, the Site is not an inviting environment for the public. Therefore, in the context of new development along Penniman Road and proximity to Penniman Park, the Project will provide a much-needed urban revitalization and improve connections to nearby properties and public transportation as well as an enhance the pedestrian experience.

The existing sidewalk in front of the Site along Penniman Road will be reconstructed as part of the construction process and will incorporate design elements recommended in the Planning Study.

The proposed Project entails the development of a new, seven (7)-story residential building with a bike storage, residential lobby area, two (2) direct exterior access artist loft live/work spaces and mechanical parking system on the ground floor. The building will contain 46 units (six (6) of which will be affordable units, including the two (2) artist loft live/work spaces) and the mechanical parking system that will provide 40 parking spaces. Two (2) accessible spaces will also be provided in the parking garage. The entrance to the parking garage will be located on the north side of the building and vehicular access will be provided from Penniman Road.

The building footprint, including the parking garage, is approximately 7,640 square feet, or approximately 66% of the 11,639 square feet site. The Gross Floor Area (GFA) of the Project is 47,640 square feet, providing an FAR of 4.1. As the FAR for the Project is higher than the current zoning FAR, which is 1.0, a variance will be requested from the Zoning Board of Appeal.

The Site is relatively flat and contains varied soil conditions. On-site treatment of subsoils and the remediation of contaminants both on-site and off-site will be performed per Massachusetts Department of Environmental Protection (DEP) regulations.

3.7.1 *Open Space and Landscaped Areas*

This new project is being designed to connect to and frame the proposed 11,000 square feet green space part of the *40 Rugg Road Mixed-Used Development* (currently under review) located directly south and east of the Site. Additionally, this project

will connect to the 20 Penniman courtyard to complete the block. An image is provided below of the green space adjacent to the rear of the project.



IMAGE FROM 40 RUGG ROAD SUPPLEMENTAL INFORMATION REPORT

3.7.2 Pedestrian Circulation

Similar to the newly constructed 20 Penniman project, the building will be set back to allow for the introduction of greenspace and planters. The sidewalks will be constructed to ADA/AAB and City of Boston Disability Commission standards. Together this will improve and enhance the pedestrian experience completing this block of Penniman Road.

3.7.3 Parking and Vehicular Circulation

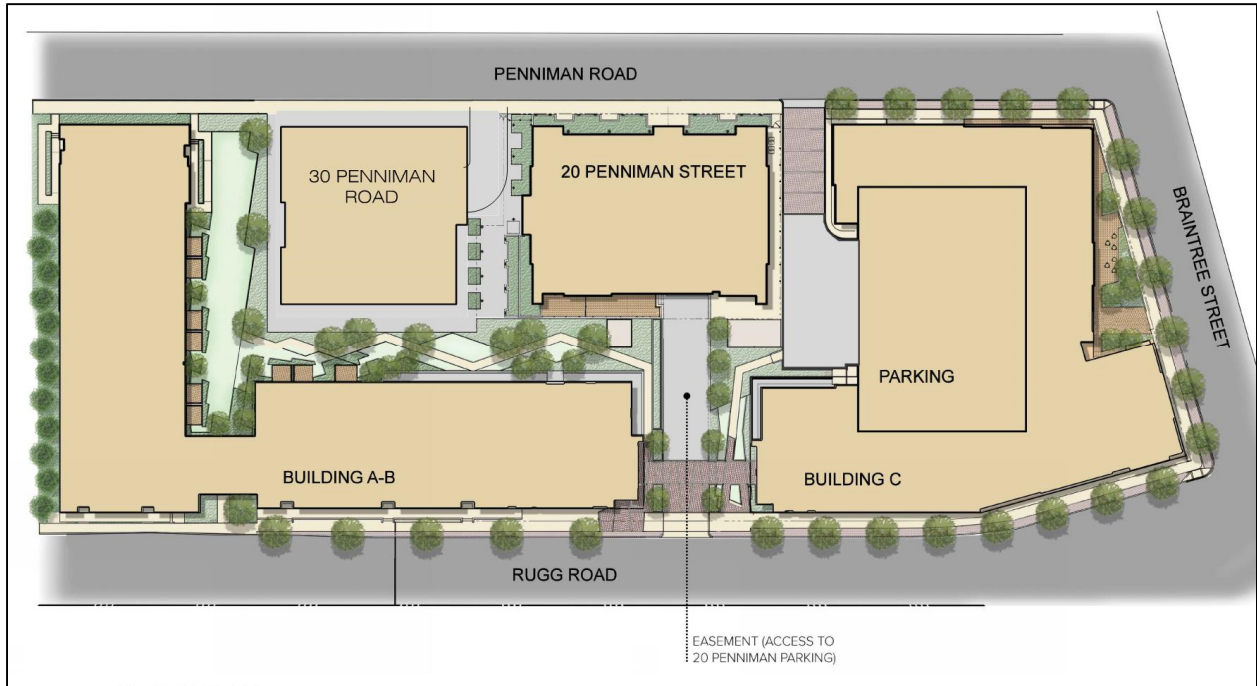
The Site currently has no parking on-site. The Project proposes a mechanical parking system that will provide 40 parking spaces as well as two (2) accessible spaces for residential tenants. The mechanical parking system introduces a green, safe, and convenient parking solution. The system allows vehicles to be stored with a greater density than conventional parking systems and therefore conserves open space. Access to the parking garage will be provided by a new driveway off Penniman Road.

3.8 Sustainable Design

The exterior envelope of the building will be designed to meet or exceed energy code requirements. Building mechanical systems will be selected and designed for maximum efficiency. LED lighting will be used wherever appropriate and will be selected over other lighting types wherever possible.

3.9 Design Submission and Project Drawings

3.9.1 Site Plan



SITE PLAN BY: O'SULLIVAN ARCHITECTS, INC.

3.9.2 Architectural Renderings



ARCHITECTURAL RENDERING BY: O'SULLIVAN ARCHITECTS, INC. VIEW OF SITE LOOKING NORTH-EAST

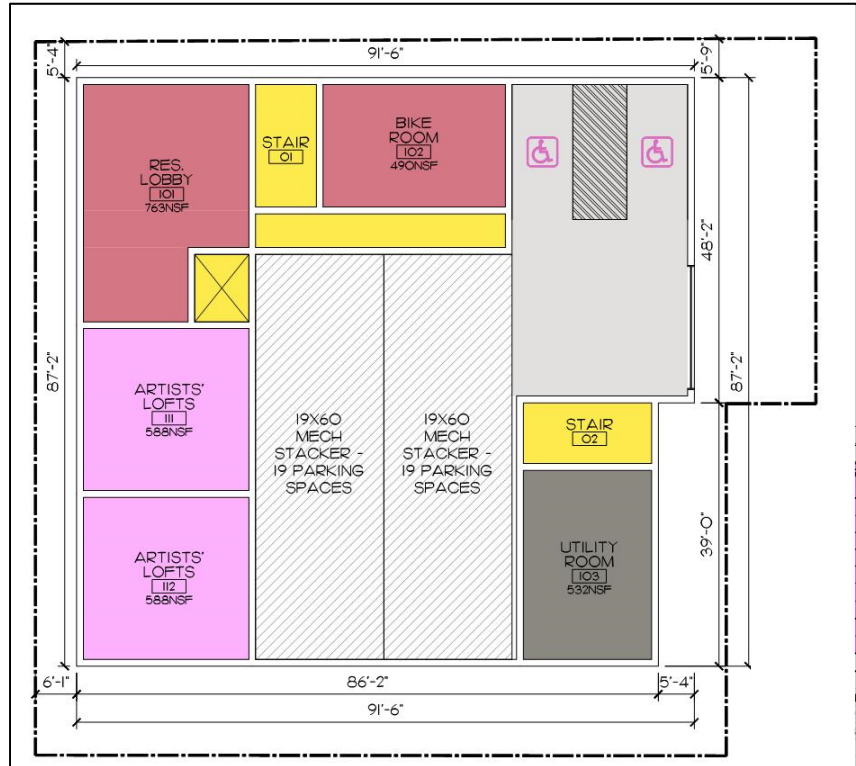


ARCHITECTURAL RENDERING BY: O'SULLIVAN ARCHITECTS, INC. VIEW OF SITE LOOKING SOUTH-EAST

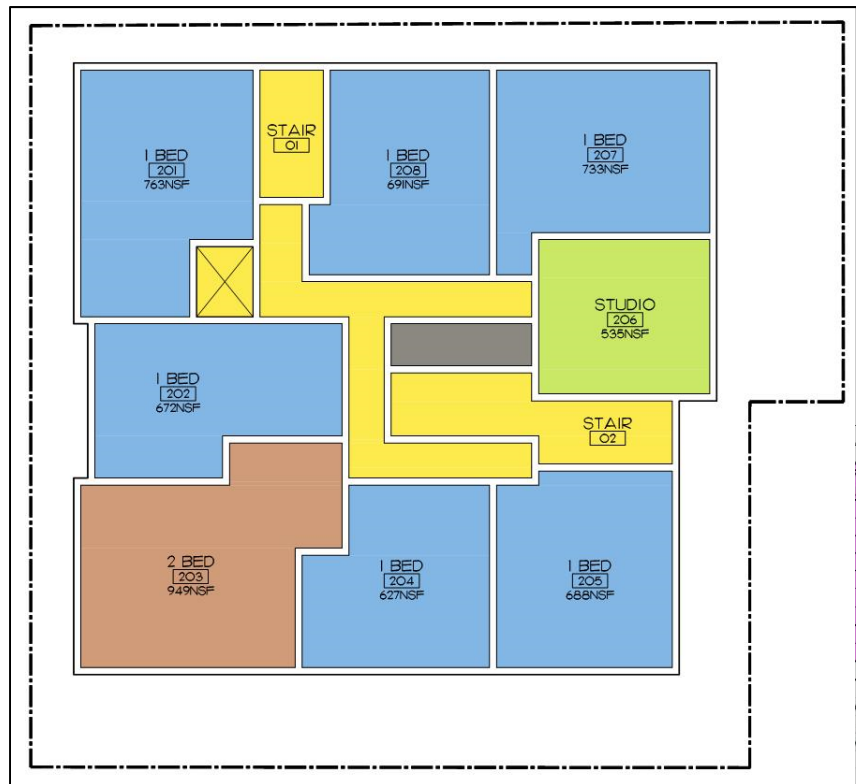


ARCHITECTURAL RENDERING BY: O'SULLIVAN ARCHITECTS, INC. VIEW OF SITE LOOKING NORTH-WEST

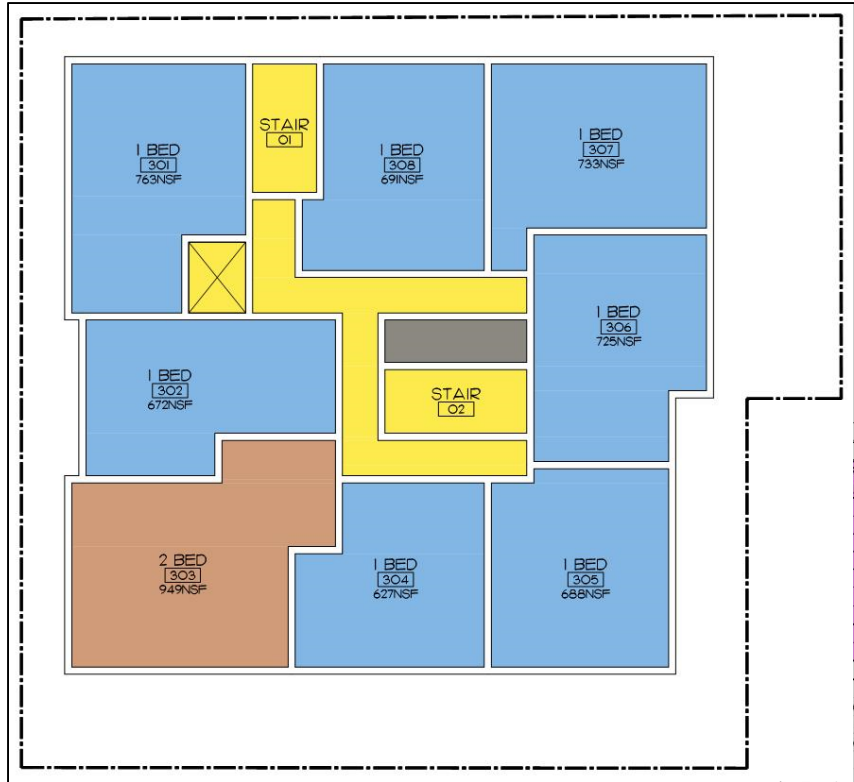
3.9.3 Architectural Floor Plans



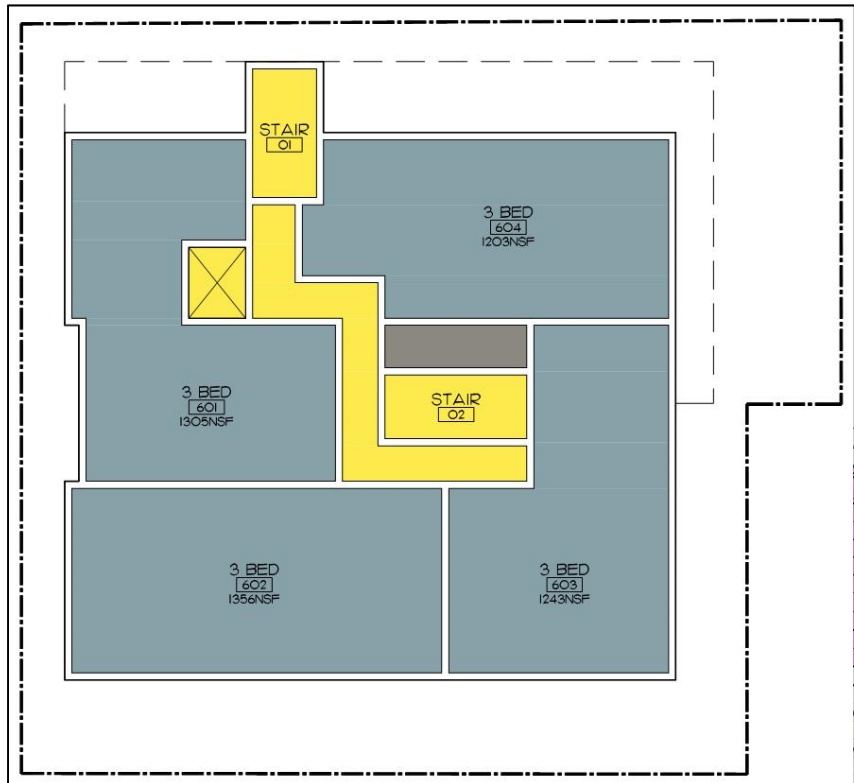
GARAGE FLOOR PLAN BY: O'SULLIVAN ARCHITECTS, INC.



SECOND FLOOR PLAN BY: O'SULLIVAN ARCHITECTS, INC.



FLOORS 3-6 PLAN BY: O'SULLIVAN ARCHITECTS, INC.



SEVENTH FLOOR PLAN BY: O'SULLIVAN ARCHITECTS, INC.

3.9.4 Architectural Elevations



ARCHITECTURAL ELEVATION BY: O'SULLIVAN ARCHITECTS, INC. NOT TO SCALE.

APPENDIX 1: 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 BPDA 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.

Article 80 | ACCESSIBLTY CHECKLIST

<p>1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i></p>			
Project Name:	30 Penniman Road		
Primary Project Address:	30 Penniman Road, Boston, MA 02134		
Total Number of Phases/Buildings:	1 phase / 1 building		
Primary Contact (Name / Title / Company / Email / Phone):	Stephen Laverty Project Executive Jumbo Capital Management LLC 1900 Crown Colony Drive Suite 405 Quincy, MA 02169 slaverty@jumbocapital.com 617-405-3825		
Owner / Developer:	Jumbo Capital Management LLC 1900 Crown Colony Drive Suite 405 Quincy, MA 02169		
Architect:	O’Sullivan Architects, Inc. 606 Main Street, Suite 3001 Reading, MA 01867 781-439-6166		
Civil Engineer:	Bohler Engineering 45 Franklin Street, 5 th Floor Boston, MA 02110 617-849-8040		
Landscape Architect:	Bohler Engineering 45 Franklin Street, 5 th Floor Boston, MA 02110 617-849-8040		
Permitting:	McDermott, Quilty & Miller LLP 28 State Street, Suite 802 Boston, MA 02109 617-946-4600 Bohler Engineering		
Construction Management:	TBD		
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:

Article 80 | ACCESSIBILITY CHECKLIST

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	Variances through the MAAB are not anticipated at this time.		
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:	11,639 SF	Building Area:	47,640 GSF
Building Height:	80 FT.	Number of Stories:	7 Flrs.
First Floor Elevation:	32.5 FT	Is there below grade space:	No
What is the Construction Type? (Select most appropriate type)			
	Wood Frame	Masonry	Steel Frame
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)			
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional
	Business	Mercantile	Factory
	Laboratory / Medical	Storage, Utility and Other	Educational
List street-level uses of the building:	Residential Lobby, Artist Lofts, Amenity Spaces, and Parking Garage		
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:	<p>The proposed residential development is located in the Boston neighborhood of Allston on approximately 0.25 acres of existing land. Currently, a four-story commercial building exists on the Site. The existing site topography is generally flat and ranges from elevation 31-feet to 33-feet (Boston City Base). The project is bounded by Penniman Road to the west, a newly constructed residential building to the north, a surface parking lot to the east, and a brick, one-story garage to the south.</p>		

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List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Harvard Ave MBTA Station (Subway) (0.6 miles) Packards Corner MBTA Station (Subway) (0.7 miles) Bus Routes on Cambridge Street: #64, 66, 501, 503 (0.3 miles) Bus Routes on Brighton Ave: #51, 57, 57A, 66 (0.2 miles) Boston Landing Station (Framingham–Worcester Commuter Rail) (0.3 miles)
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Arbour HRI Hopsital, Brigham and Women’s Hospital, Franciscan Children’s Hospital, SMG Brookline Women’s Health, Boston Housing Authority, St. Joseph Preparatory High School, Jackson/Mann K-8 School
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Jackson Mann Community Center, Allston Brighton Community Development Corporation, Faneuil Gardens Community Center

4. Surrounding Site Conditions – Existing:

This section identifies current condition of the sidewalks and pedestrian ramps at the development site.

Is the development site within a historic district? If yes , identify which district:	Development site is not in a Historic District.
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:	Yes, there is an existing cement concrete sidewalk adjacent to the property along Penniman Road. A detailed survey of existing dimensions and slopes has not been performed as the existing sidewalks are to be reconstructed surrounding the project site.
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:	No, the existing sidewalk adjacent to the project will be reconstructed as a part of the construction process. All proposed sidewalks will be built in compliance to City of Boston, ADA and MAAB standards.

5. Surrounding Site Conditions – Proposed

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.

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.	The proposed sidewalks will be constructed to be consistent with the sidewalk themes on the adjacent properties.
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Article 80 | ACCESSIBILITY CHECKLIST

<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>Proposed walks will match existing widths and provide a minimum of 5' clear width for pedestrian travel per Boston City Standards.</p>
<p>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?</p>	<p>Sidewalks and pedestrian ramps will be within the City right-of-way and constructed with cement concrete.</p>
<p>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?</p>	<p>No sidewalk cafes or furnishings are programmed for the pedestrian right-of-way at this time.</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>Yes, if the Proponent proposes a design that requires a pedestrian easement the Proponent will seek an easement through the PIC, however, a pedestrian easement is not anticipated at this time.</p>
<p>Will any portion of the Project be going through the PIC? If yes, identify PIC actions and provide details.</p>	<p>No, it is anticipated at this time that the project will be replacing the cement concrete sidewalks within the right-of-way in kind. The Proponent will apply for a curb cut permit through DPW.</p>
<p>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></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>40 parking spaces will be provided in the proposed mechanical parking system.</p>
<p>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?</p>	<p>2 van accessible spaces will be located within the parking garage. The van accessible spaces are separate from the mechanical parking system.</p>
<p>Will any on-street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>On-street accessible spaces are not anticipated at this time.</p>
<p>Where is the accessible visitor parking located?</p>	<p>On-street parking is available for visitors.</p>

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Has a drop-off area been identified? <i>If yes, will it be accessible?</i>	No
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>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	All entryways and thresholds will be accessible – flush or within acceptable change restrictions.
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	Yes, accessible entrances and standard entrances will be integrated.
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	N/A
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>	
What is the total number of proposed housing units or hotel rooms for the development?	46 Units
<i>If a residential development, 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?</i>	All units are for sale. 40 – Market Rate. 6 – Affordable (15%)
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	No Group 2 units are being proposed.
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	No IDP, Group 2 units are being proposed as they are not required in a condominium building.
<i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i>	N/A

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<p>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.</p>	<p>No.</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes, describe:</p>	<p>Yes, interior elevators and ramps will provide access to separate floors. All ramps and elevators will be designed to meet ADA and MAAB standards.</p>
<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>	
<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?</p>	<p>The Proponent is committed to constructing new pedestrian sidewalks within the City right-of-way.</p>
<p>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?</p>	<p>All indoor and outdoor amenity space and common areas will be accessible.</p>
<p>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.</p>	<p>No restrooms are planned in common public spaces because the common space is limited to the bike room and residential lobby.</p>
<p>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?</p>	<p>The Proponent anticipates reviewing the design with the Disability Commissioner as the approval process progresses.</p>

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<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one 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>The Proponent has not presented to the Disability Advisory Board.</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.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p>	

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