

# 31 North Beacon Street Mixed-Use Development

Union Square, Allston

## Article 80E - Small Project Review Application

January 26, 2016



VIEW FROM EVERETT STREET

Submitted by: Thirty-One North Beacon Street, LLC

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January 26, 2016

Mr. Raul Duverge  
Project Manager  
Boston Redevelopment Authority  
1 City Hall Plaza  
Boston, MA 02201

**Re: Request for Article 80E: Small Project Review  
31 North Beacon Street  
Allston, Massachusetts**

Dear Mr. Duverge:

On behalf of the Owner and Developer, Thirty-One North Beacon Street, LLC, we are submitting this application for the redevelopment of a site with an address of 31 North Beacon Street to the Boston Redevelopment Authority for Small Project Review as defined in Section 80-E-5, Procedures for Small Project Review.

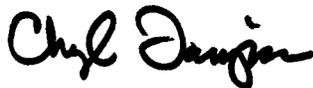
Included with this letter is the Small Project Review submission which includes the team members, project description, zoning analysis, transportation analysis, accessibility checklist and the proposed plans, elevations and renderings.

The new approximately 32,110 gsf building will provide approximately 2,170 sf of retail space on the ground level and 4 levels of residential rental housing in a mix of studio, 1- and 2-bedroom apartments. Three of the 20 units will be affordable per the City's inclusionary zoning requirements.

The Project will improve the character of the neighborhood by activating the streetscape and by contributing to a more diverse housing stock that will attract and retain residents.

Sincerely,

Spalding Tougias Architects, Inc.



Cheryl Tougias, AIA, LEED AP  
President



## PROJECT TEAM

Developer: Gerry Bickoff  
Thirty-One North Beacon Street, LLC  
31 North Beacon Street  
Allston, MA 02134  
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Boston, MA 02110-1700  
Tel: (617) 951-1162  
Email: [jschneider@rackemann.com](mailto:jschneider@rackemann.com)

Consultant: Susan Elsbree  
Tel: (617) 212-6817  
Email: susan@inkhouse.com

Permitting Consultant: Jay Walsh  
Tel: (617) 293-8331  
Email: jwalsh1421@gmail.com

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Tel: (617) 542-4522  
Email: [ct@sta-inc.com](mailto:ct@sta-inc.com)

Surveyor: DeCelle Burke & Associates, Inc.  
Jim DeCelle  
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## DEVELOPMENT OPPORTUNITY

### Neighborhood Context

The Project site is located 250 feet from Union Square at the corner of North Beacon and Everett Streets in the Allston/Brighton neighborhood of Boston. A traditionally young and thriving neighborhood, the area is home to many young professionals, immigrants and college students and diverse, vibrant businesses. Union Square, the western gateway to the Allston Village Main Streets retail district, is the convergence of several busy streets and a transit hub for buses that provide access to Brighton, Cambridge and Watertown. The area streetscape may be described as having a “gritty charm”, with a wide and eclectic mix of retail, dining, and entertainment establishments in addition to an aging light industrial component. It lacks consistency, with a variety of building heights and setbacks, sidewalk widths, types of lighting and location of street trees.

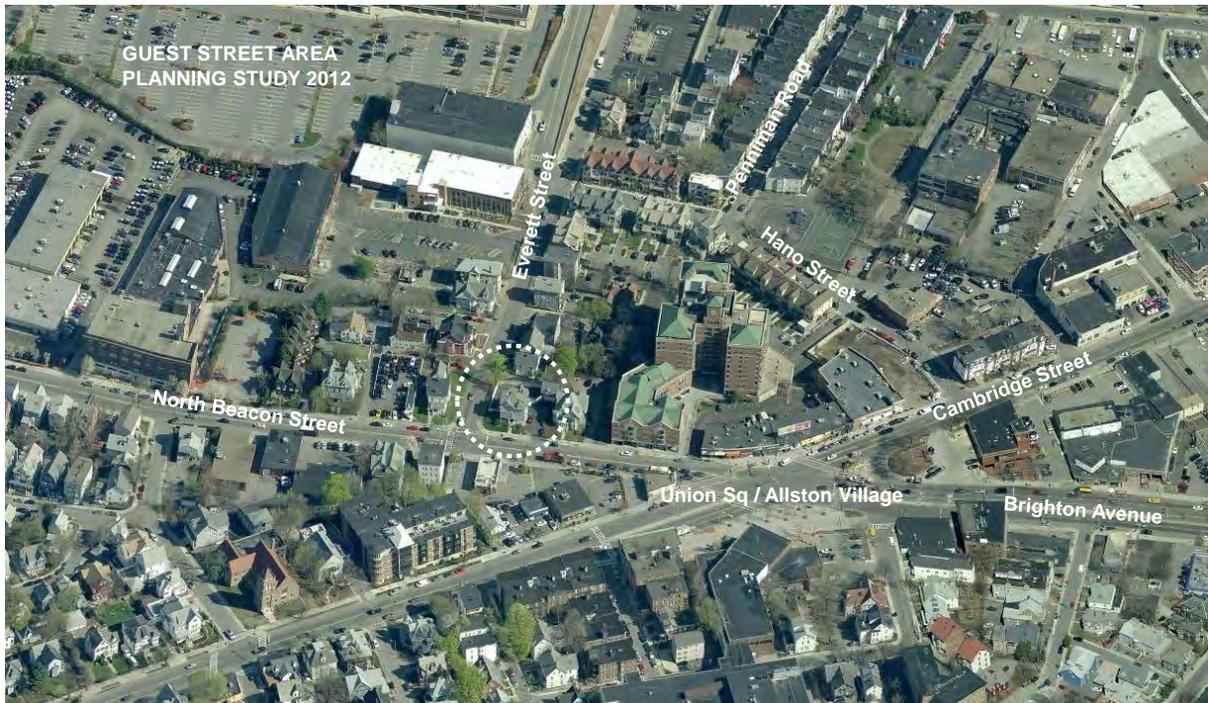


Figure 1 – Aerial Map

Allston/Brighton is currently undergoing significant evolution. A third of a mile to the north of the Project site, in the BRA Guest Street Area Planning Study area, the Brighton Landing mixed-use development is transforming 15 acres of former industrial property into a mixed-use development of office space, retail and restaurants, residential and sports related uses, as well as a new MBTA commuter rail station. Recent construction and the pipeline of BRA-approved residential projects in the area are indicative of the evolution. Approximately 650 new construction rental apartments units have been delivered since 2012, and pre-construction projects with approvals currently account for approximately 700 additional units to be delivered.



**Figure 2 – Union Square Photo**

Residential development is proposed in the immediate vicinity, including at 37 North Beacon Street, where in 2013 the Boston Redevelopment Authority approved a 5-story, 41-unit project with a FAR of 3.56 and 35 parking spaces. The condominium building at 15 North Beacon Street, constructed in 1989, contains ground floor retail in a 4 ½ story wing fronting the street and rises to 9 stories beyond. A short distance away at 533 Cambridge Street, a 4- and 5-story condominium building with 44 units was completed in 2008.



**Figure 3 – 533 Cambridge Street Photo**



**Figure 4 – 15 North Beacon Street Photo**

## Planning Context

The Project site is located at the southern boundary of the Guest Street Area Planning Study area, the 2013 BRA study that was formulated to shape development of this underutilized area into a vibrant mixed-use district. Everett Street is characterized as an important connector through the district from North Beacon Street to the new MBTA commuter station, North Allston and eventually the Charles River. It is also identified as a “Neighborhood Street” with a landscaped setback zone of 10 feet from sidewalk to face of building. North Beacon Street is identified as an extension of “Main Streets” from the Allston Village Main Streets district. It characterizes the North Beacon Street boundary as primarily residential with a potential FAR of up to 1.50 and height up to 4 stories, though existing buildings are a mix of heights and densities along this street, in Union Square and in nearby areas beyond the boundaries of the study.



**Figure 5 – BRA Guest Street Area Planning Study Connections Diagram**

The City has identified, as outlined in Boston 2030 Housing Plan, a need for 20,000 new units of workforce housing in areas affordable to middle class residents where there is good access to public transit. The report encourages infill and density along existing and proposed transit lines, increased bike-ability and walkability of neighborhoods, and reform of parking standards to accommodate non-automobile centric development. The Boston Transportation Department parking guidelines for Allston/Brighton recommend 0.75 spaces per unit when within a 10 minute walk of a MBTA station.

## Development Site

The Project site is 9,895 sf in area. An existing 12-unit rooming house, a freestanding garage, and an asphalt parking lot will be demolished as part of the project. The owner and project proponent is Mr. Gerry Bickoff, whose family-owned commercial cleaning business is located across the street from the development site. Founded in 1977, Commercial Cleaning Service is a full-service janitorial company specializing in condominium association and apartment building cleaning.



Figure 6 – Existing Site Photo

Growing-up in Allston/Brighton on Kilsyth and Colborne Roads, and being educated at the Baldwin, Edison and English High Schools have had a tremendous impact on Gerry's life and success. His deep roots in the neighborhood and community make him proud to propose this new mixed-use development.

## PROJECT DESCRIPTION

### Project Overview

The Project is oriented to the growing demographic of smaller, environmentally conscious households with low car ownership, who want to live in a vibrant, dynamic and transit accessible neighborhood of the City. The new 32,110 gsf building will provide approximately 2,170 of retail space on the ground floor and 4 levels of residential rental housing above in a mix of Studio, 1- and 2-bedroom apartments. Three of the 20 units will be affordable per the City's inclusionary zoning requirements.

Building Program:

- 4 studio apartments, approximately 600 sf in size
- 8 one-bedroom apartments, approximately 815-830 sf in size
- 8 two-bedroom apartments, ranging in size from 840 sf to 1,070 sf
- Ground level retail and residential amenity space
- Basement level vehicle parking and indoor bicycle storage



**Figure 7 – Aerial View 1**

**Urban Design**

The proposed Project is a five-story building with a total of 20 residential rental units and 1 tenant-leased commercial unit. Located at the intersection of North Beacon and Everett Streets and 250 feet from Union Square, the building’s massing negotiates between the varied scales and character of Everett, North Beacon, and Cambridge Streets and Brighton Avenue. The building is being designed to showcase appealing contemporary architecture and to feature environmentally friendly materials and energy efficient systems.

The exterior materials have been chosen to complement the brick apartment and commercial buildings and clapboard residential buildings in the surrounding neighborhoods. Brick is employed at the ground floor, plank siding on upper floors, and warm wood details at the residential entrance on Everett Street. The ground floor retail space will have storefront glass to provide transparency on the North Beacon Street façade.

The team met with BRA design review staff and modified the site and building design in response to comments received.



**Figure 8 – Context Height Diagram**

### **Community Benefits**

The Project will help to ensure that residents have an opportunity to grow and stay in Allston/Brighton, provide empty-nesters a place to down-size which will free-up housing stock for families, all while bringing an appropriately scaled, signature mixed-use building to an important gateway parcel on Everett Street. The ground-floor retail will help extend the Allston Village down North Beacon Street, and the development team has met with Allston Village Main Streets staff to begin a conversation about creating a local retail opportunity on the site.

The Project will provide quality transit-oriented housing at moderate prices with access to neighborhood amenities that residents' desire. . Furthering the goals of the Boston 2030 Housing Plan, the Project offers an opportunity for young professionals to establish roots in the Allston neighborhood - contributing to neighborhood stability - with a mix of generously sized studio, 1-bedroom and 2-bedroom units.

The Project proponent intends to provide residents incentives to use alternative modes of transportation, such as MBTA Transit Passes free for the first month, 50 percent off a one-year Hubway membership, a one-year Zipcar membership and credits, and Uber Credits.

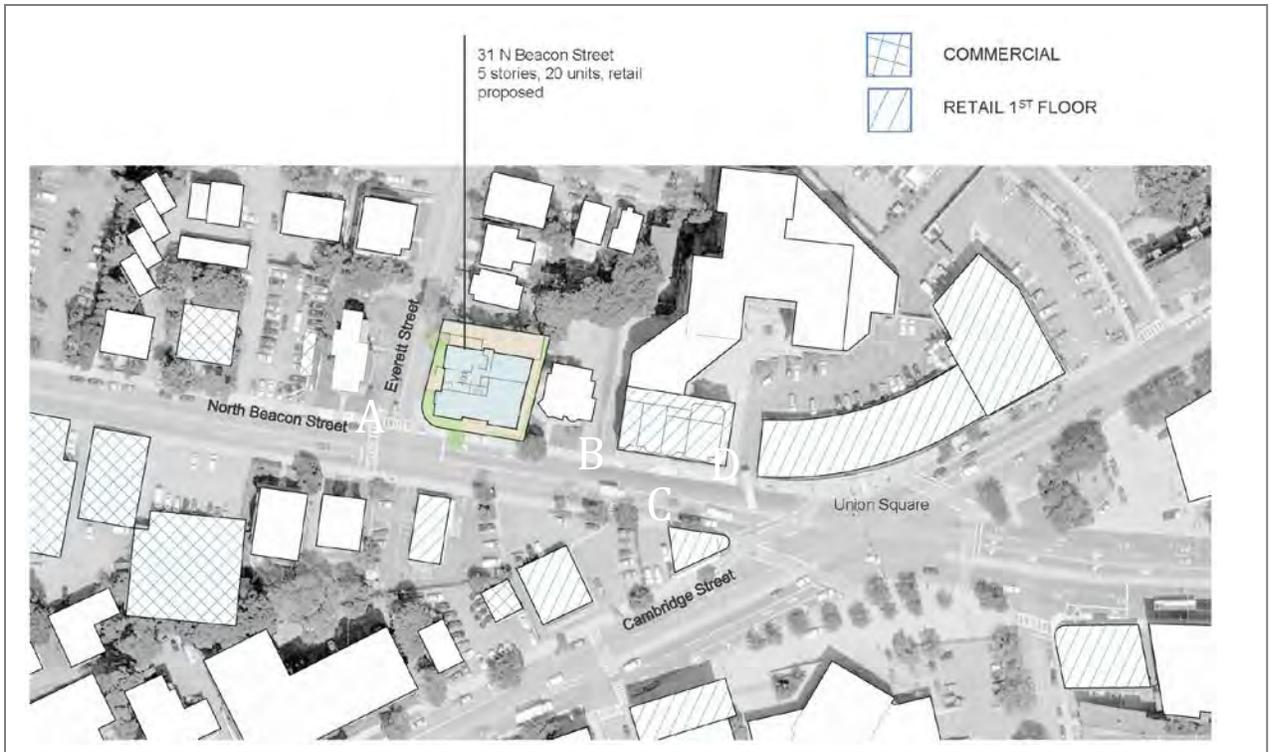


Figure 9 – Context Ground Floor Diagram



**Zoning Analysis**

The Property is located within a 3F-4000 sub-district of the Allston/Brighton Neighborhood District and is governed by Article 51 of the Code. Multifamily residential and retail uses are prohibited in the district, and therefore a use variance from the ZBA will be required.

Table J of Article 51 sets forth the parking requirements: for residential developments over 10 units 2 spaces per unit are required for market rate units and 0.7 spaces per unit for affordable units, and for retail uses 2 spaces per 1,000 gsf of floor area are required. Therefore, the residential units require 36 spaces and the retail space requires 4 spaces, for a total of 40 required parking spaces. For projects 15,001-49,999 sf in floor area, an off-street loading bay is required. Variances will be required for parking and loading.

**Figure 10: Zoning Chart - Table D of Article 51, Dimensional Requirements**

	Required	Proposed	Variance
Minimum Lot Area	2,000 per = 40,000	9,895	Yes
Minimum Lot Width	25-45	78.14	No
Minimum Lot Frontage	25-45	78.14	No
Maximum Floor Area Ratio	0.80	2.54	Yes
Maximum Building Height	3 stories / 35 feet	5 stories / 54.5 feet	Yes
Usable Open Space per Dwelling Unit	650 per = 13,000	3,630	Yes
Minimum Front Yard Setback	20	10	Yes
Minimum Side Yard Setback	10	varied	Yes
Minimum Rear Yard Setback	30	23	Yes

**Accessibility**

All of the Project’s entrances will be located at adjacent ground level and will be universally accessible. One accessible van parking space and one accessible car parking space will be provided in the garage adjacent to the elevator. The inclusion of elevator access makes the Project well-suited to a variety of demographic groups as well as those with physical disabilities. All common areas will be accessible and all 20 units will be handicap adaptable per 521 CMR.

- Accessibility Checklist (see Exhibit D)
- Diagram of Accessible Routes (see Exhibit D)

## **TRANSPORTATION AND PARKING**

### **Site Access – Vehicular**

The existing curb cut on North Beacon Street will be eliminated and vehicular access will be provided via a new curb cut on Everett Street, providing access to garage level parking.

### **Site Access – Pedestrian and Bicycle**

The Project site has a Walk Score of 94, as most daily errands do not require a car, a Transit Score of 82 which means transit is convenient for most trips, and a Bike Score of 81. Car sharing is available from Zipcar, RelayRides and Hertz On Demand and bike sharing is available from a Hubway station in front of the Jackson Mann School.

The Project will enhance the pedestrian experience by creating an active edge on North Beacon Street that links to the retail activity of Union Square. The residential entrance is located on Everett Street within a 10 foot wide landscaped zone between the sidewalk and building. The Project provides covered and secure bicycle parking in the basement level garage for residents and exterior bicycle parking adjacent to the sidewalk at the retail entrance for visitors.

### **Public Transportation**

The Project is ideally situated to take advantage of nearby transportation opportunities. The new Boston Landing MBTA commuter rail station is located one third of a mile and a 10 minute walk from the Project site. Union Square is a key bus hub serving the following lines: 51, 57, 64, 66, 501, and 503. Significant lines provide access from Watertown Square to Kenmore Square Cambridge (57), Oak Square to Central Square Cambridge (64), and Harvard Square Cambridge to Dudley Station via Allston and Brookline Village (66).

### **Parking**

The development team anticipates that vehicle ownership will be low based upon the site's transit-oriented location, walkable access to services and amenities, access to public transportation and major job centers, to Hubway bike share stations, to Zipcars and Uber services, and the following demographic and vehicle ownership data:

- 54% of Allston households own zero (0) cars<sup>1</sup>
- Approximately half of Boston renter's own zero (0) cars and renters are 3.5 times less likely to own a car than a homeowner<sup>2</sup>
- Boston household composition is small - Approximately 70% of all Boston households are 1 and 2 people with the majority of those being 1 person households, and over half of 1 person households do not own a car<sup>2</sup>

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<sup>1</sup> Source: American Community Survey 2007-2011; BRA Research Division Analysis Finalized January 24, 2014, "Boston in Context: Neighborhoods"

<sup>2</sup> Source: American Community Survey, City of Boston 5 year average 2009-2013

- Half of Bostonians do not drive to work<sup>2</sup>

In response to comments received from local elected officials and at community meetings, the team has modified the design to provide 22 parking spaces in a single level garage utilizing a car lift system. Two of the spaces are dedicated to the retail unit and 20 to the residential units.

### **COMMUNITY OUTREACH**

The Project Team met with the Allston Civic Association Executive Board on October 13, 2015 and the full Allston Civic Association on October 21, 2015. Feedback was also obtained at meetings with abutters, City Councilor Mark Ciommo and Alana Olsen of Allston Village Main Streets. The building design was modified in response to comments received, including a less prominent corner volume, setbacks within the building massing and material/color selections.

### **ARCHITECTURAL DRAWINGS**

See Exhibit C.



**EXHIBIT A**

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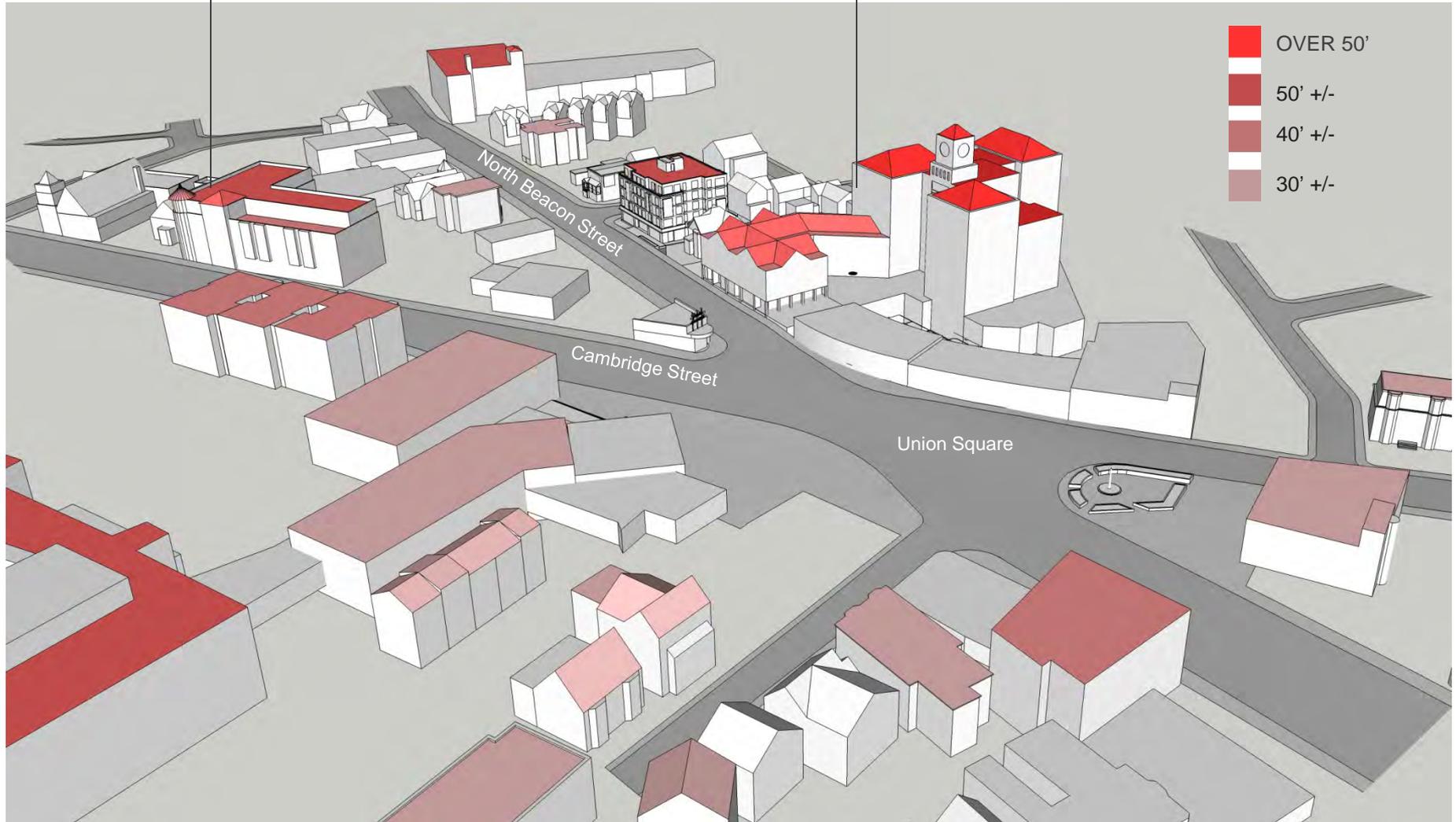
**EXHIBIT B**

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533 Cambridge Street  
(2008)  
5 stories, 44 condominiums

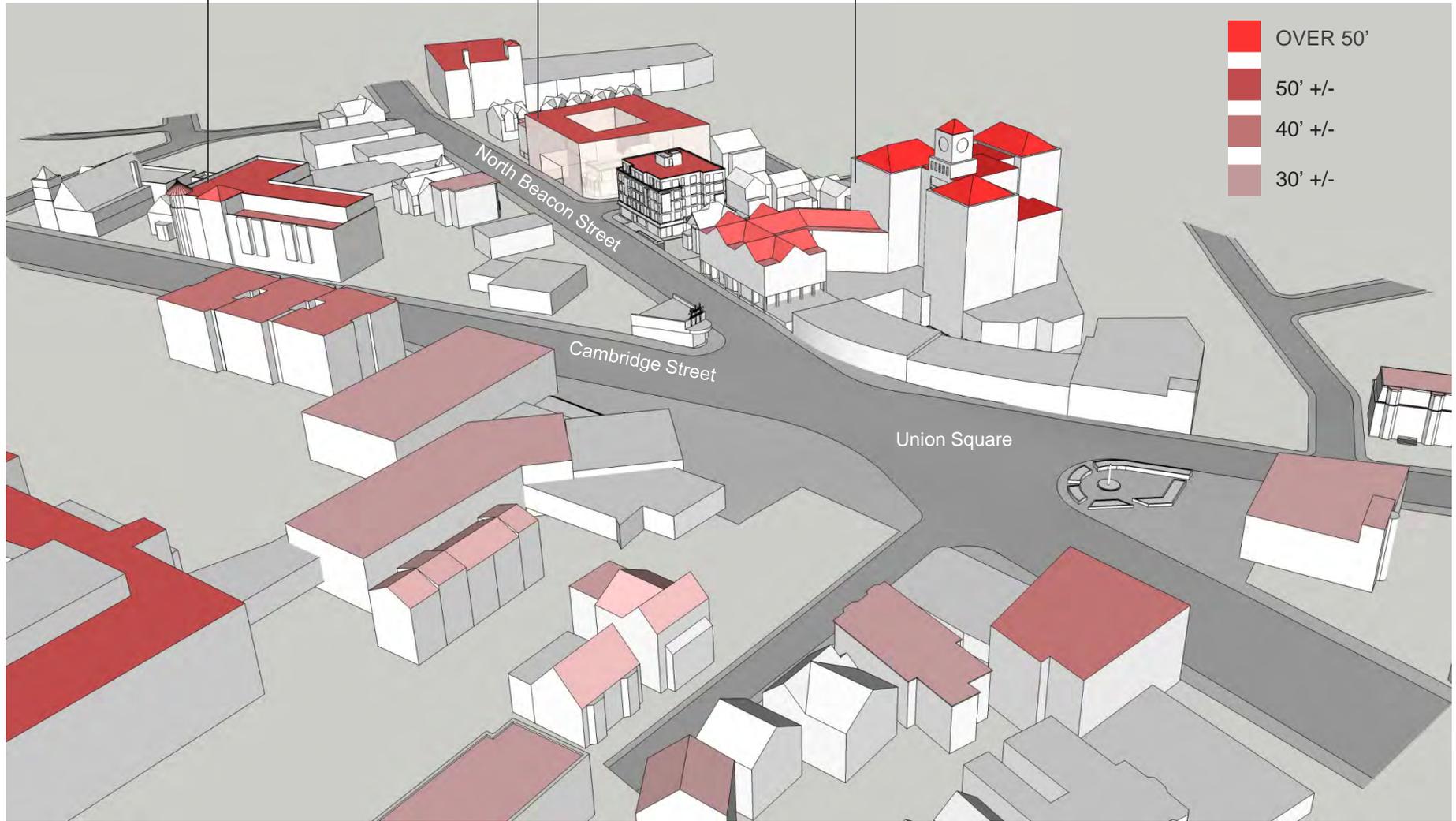
15 N Beacon Street (1988)  
4.5-9 stories, retail,  
condominiums



533 Cambridge Street  
(2008)  
5 stories, 44 condominiums

37 N Beacon Street  
BRA approved (2013)  
5 stories, 41 units

15 N Beacon Street (1988)  
4.5-9 stories, retail,  
condominiums



31 N Beacon Street  
5 stories, 20 units, retail  
proposed



COMMERCIAL



RETAIL 1<sup>ST</sup> FLOOR



37 N Beacon Street  
BRA approved (2013)  
5 stories, 41 units

31 N Beacon Street  
5 stories, 20 units, retail  
proposed



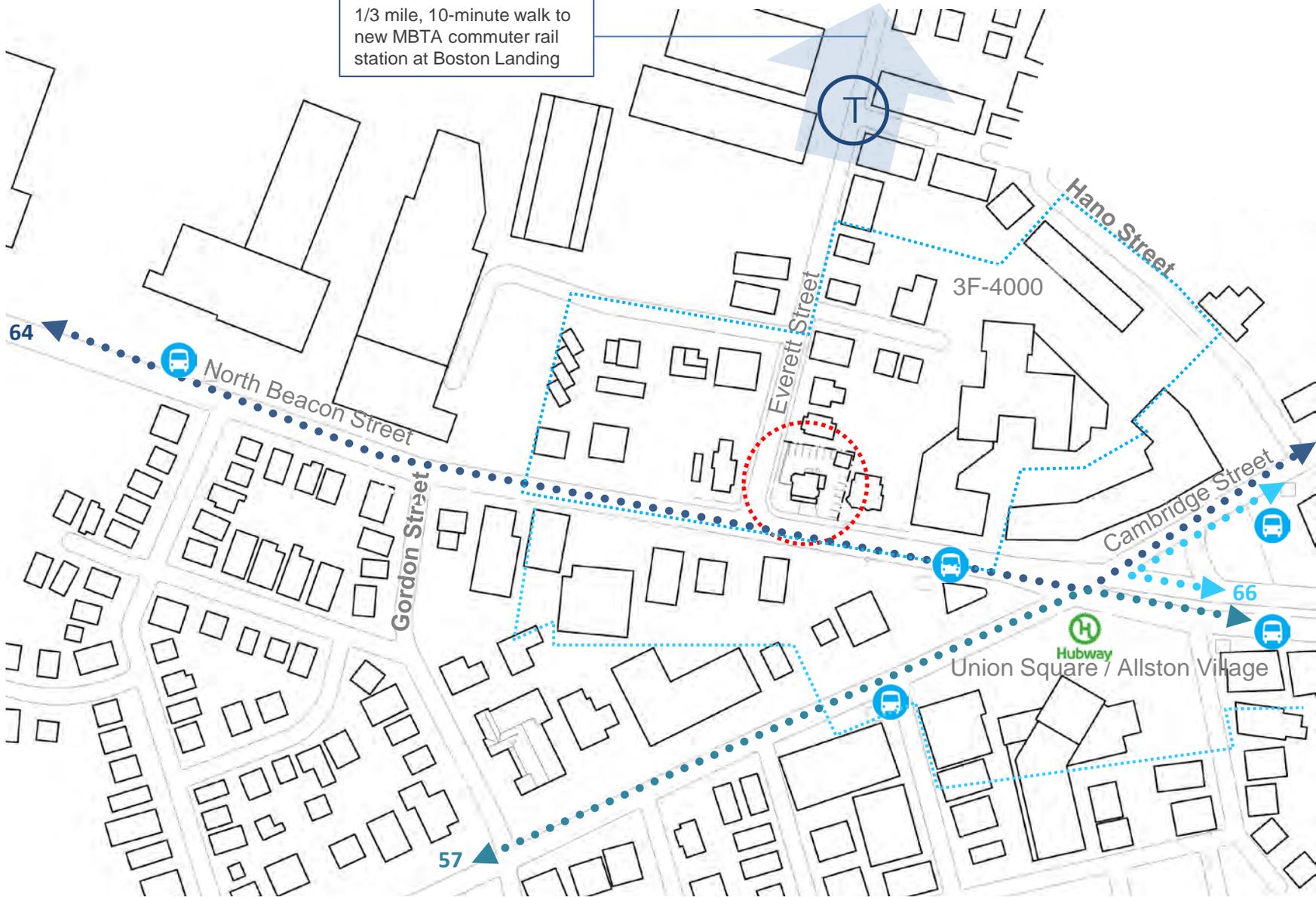
COMMERCIAL



RETAIL 1<sup>ST</sup> FLOOR



1/3 mile, 10-minute walk to new MBTA commuter rail station at Boston Landing

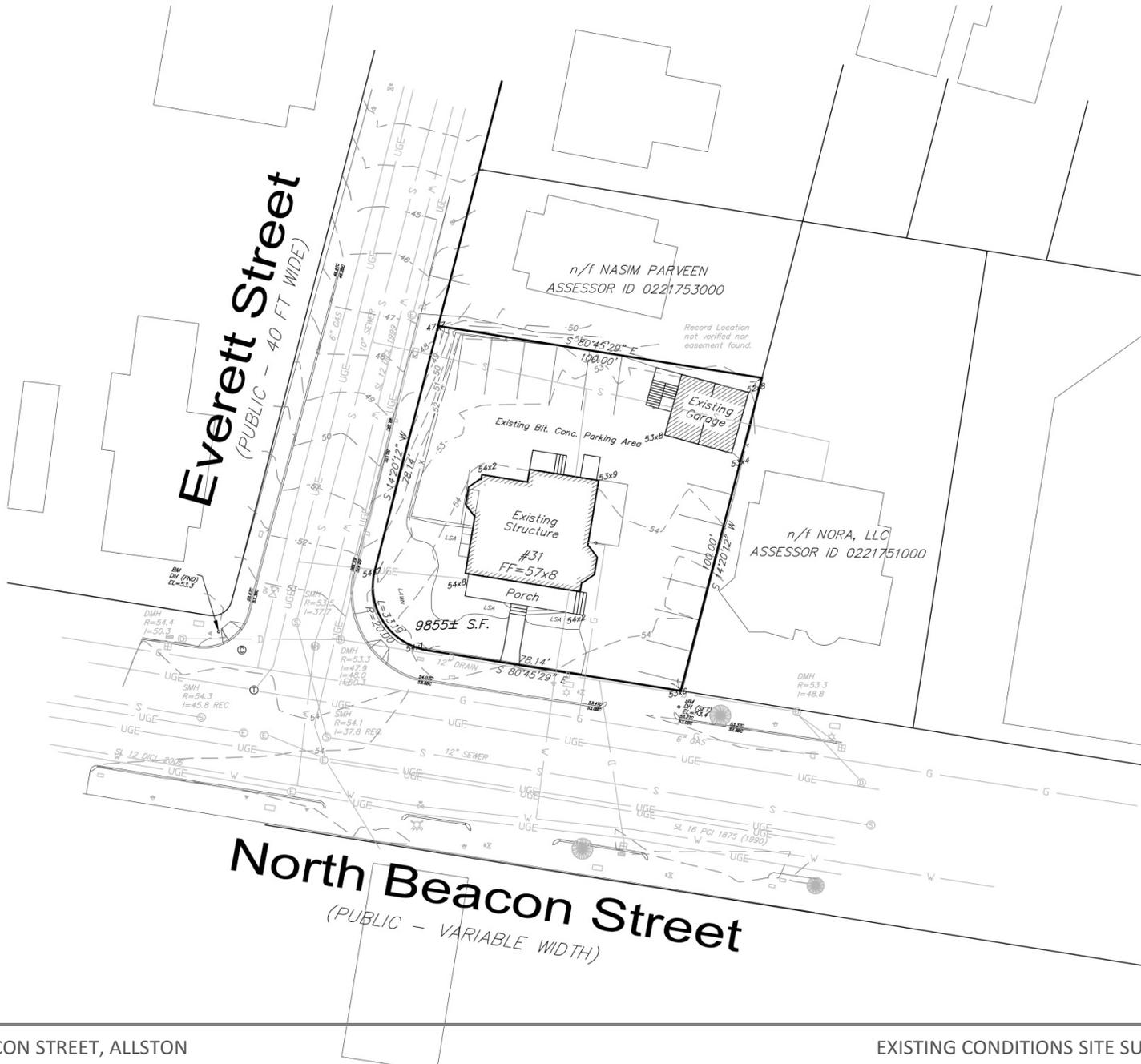




**EXHIBIT C**

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**Everett Street**  
(PUBLIC - 40 FT WIDE)

**North Beacon Street**  
(PUBLIC - VARIABLE WIDTH)

n/f NASIM PARVEEN  
ASSESSOR ID 0221753000

n/f NORA, LLC  
ASSESSOR ID 0221751000

Existing Structure  
#31  
FF=57x8  
Porch  
9855± S.F.

Existing Garage

Existing Bit. Conc. Parking Area 53x8

Record Location  
not verified nor  
easement found.

















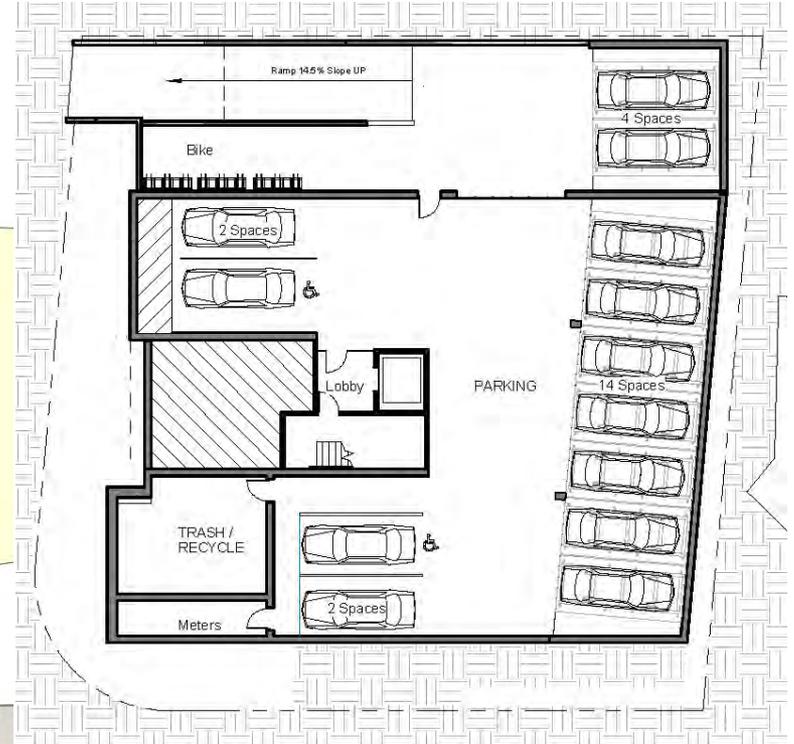




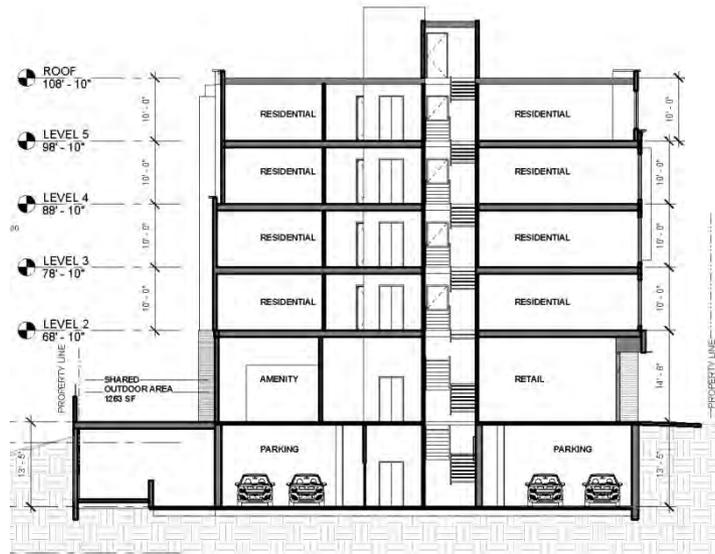




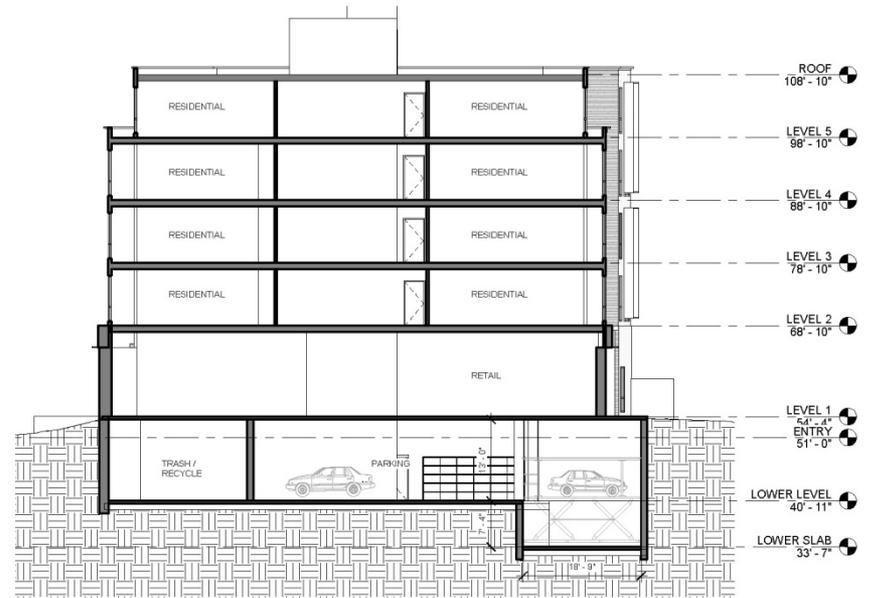
FIRST FLOOR PLAN



BASEMENT FLOOR PLAN



BUILDING SECTION 1



BUILDING SECTION 2



FIFTH FLOOR PLAN



SECOND & THIRD FLOOR PLAN



NORTH BEACON STREET ELEVATION



EVERETT STREET ELEVATION



EAST ELEVATION



NORTH ELEVATION



**EXHIBIT D**

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## Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

### Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
  - a. [http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR
  - a. <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Boston Complete Street Guidelines
  - a. <http://bostoncompletestreets.org/>
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
  - a. <http://www.cityofboston.gov/Disability>
5. City of Boston – Public Works Sidewalk Reconstruction Policy
  - a. [http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
6. Massachusetts Office On Disability Accessible Parking Requirements
  - a. [www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc](http://www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc)
7. MBTA Fixed Route Accessible Transit Stations
  - a. [http://www.mbta.com/about\\_the\\_mbta/accessibility/](http://www.mbta.com/about_the_mbta/accessibility/)

**Article 80 | ACCESSIBILTY CHECKLIST**

**Project Information**

Project Name:	<b>31 North Beacon Street</b>
Project Address Primary:	<b>31 North Beacon Street, Allston, MA</b>
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	<b>Cheryl Tougias/Principal/Spalding Tougias Architects, Inc. ct@sta-inc.com/617-542-4522</b>

**Team Description**

Owner / Developer:	<b>Thirty-One North Beacon Street, LLC</b>
Architect:	<b>Spalding Tougias Architects, Inc.</b>
Engineer (building systems):	<b>TBD</b>
Sustainability / LEED:	<b>TBD</b>
Permitting:	<b>TBD</b>
Construction Management:	<b>TBD</b>

**Project Permitting and Phase**

At what phase is the project – at time of this questionnaire?

	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
Article 80 Small Project Review	<b>BRA Small Project Review</b>	Under Construction	Construction just completed:

**Article 80 | ACCESSIBILITY CHECKLIST**

**Building Classification and Description**

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	<b>Residential - Multi-unit, Four +</b>	Institutional	Education
Commercial	Office	<b>1<sup>st</sup> Floor Retail</b>	Assembly
Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	<b>Retail and Residential Amenity</b>		

What is the Construction Type – select most appropriate type?

<b>Wood Frame</b>	Masonry	Steel Frame	<b>Concrete</b>
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Describe the building?

Site Area:	9,895 SF	Building Area:	31,500 SF
Building Height:	54.5 Ft.	Number of Stories:	5 Flrs.
First Floor Elevation:	54.33 Elev.	Are there below grade spaces:	Yes / No

**Assessment of Existing Infrastructure for Accessibility:**

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.

The surrounding area is comprised of a mix of rooming houses, condominium buildings, commercial and retail business along North Beacon Street and a mix of residential types along Everett Street.

List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.

The project site is a short ten minute walk to the proposed new MBTA commuter rail station at Boston Landing on Everett Street, and a short walk to bus lines 57, 64 and 66.

**Article 80 | ACCESSIBILITY CHECKLIST**

List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.

St. Elizabeth’s Hospital, Jackson Mann School and Community Center and the Horace Mann School for the Deaf.

Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.

No. Refer to above.

**Surrounding Site Conditions – Existing:**

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

Are there sidewalks and pedestrian ramps existing at the development site?

Yes. The existing site has sidewalks along North Beacon and Everett Streets. The proposed project will provide a paved connection from Everett Street directly to the residential lobby and from North Beacon Street to the retail space.

*If yes above*, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.

The existing sidewalks material is concrete with granite curbing in good condition with curb cuts and recessed tactile surfaces.

Are the sidewalks and pedestrian ramps existing-to-remain? **If yes**, have the sidewalks and pedestrian ramps been verified as compliant? **If yes**, please provide surveyors report.

The compliance of existing surrounding sidewalks will be confirmed by the project surveyor.

Is the development site within a historic district? **If yes**, please identify.

No, it is not.

**Surrounding Site Conditions – Proposed**

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of 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. Typically, a five foot wide Pedestrian Zone supports two people walking

**Article 80 | ACCESSIBILITY CHECKLIST**

side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: [www.bostoncompletestreets.org](http://www.bostoncompletestreets.org)

The existing sidewalk on Everett Street is approximately 6 feet wide and the North Beacon Street one is approximately 10 feet wide with existing trees and tree grates. The building is set back 10 feet from the sidewalk on both streets with plantings and a minimum 12 feet wide connection from sidewalk to building entrances.

*If yes above*, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.

Neighborhood connector sidewalk guideline was applied.

What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.

The sidewalks are existing to remain, please see above.

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?

The existing sidewalks are concrete with granite curbs.

If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?

NA

Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?

If a café locates in the retail space, exterior furnishings will be located with the 10 foot setback zone.

*If yes above*, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?

**Article 80 | ACCESSIBILITY CHECKLIST**

**Proposed Accessible Parking:**

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?

22 parking spaces will be provided under the new construction.

What is the total number of accessible spaces provided at the development site?

2 accessible parking spaces are provided.

Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?

No.

Where is accessible visitor parking located?

The accessible parking spaces are adjacent to the accessible elevator.

Has a drop-off area been identified? **If yes,** will it be accessible?

No.

Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.

Refer to the attached accessible route diagram.

**Article 80 | ACCESSIBILTY CHECKLIST**

**Circulation and Accessible Routes:**

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability\* of neighbors.

*\*Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.	Refer to the attached accessible route diagram.
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	A flush condition is proposed at all entryways.
Are the accessible entrance and the standard entrance integrated?	Yes.
<b>If no above</b> , what is the reason?	
Will there be a roof deck or outdoor courtyard space? <b>If yes</b> , include diagram of the accessible route.	There is an outdoor patio located on the first floor adjacent to the residential amenity space.
Has an accessible routes way-finding and signage package been developed? <b>If yes</b> , please describe.	Not yet. It is the intent that an accessibility wayfinding package will be developed during the construction document phase of the project.

**Accessible Units: (If applicable)**

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

What is the total number of proposed units for the development?	20 apartment units.
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	20 apartments will be for rent. Three units will be affordable per the City’s inclusionary zoning requirements. Market value vs. affordable TBD.
How many accessible units are being proposed?	All of the units will be designed to meet the Fair Housing Act and the Massachusetts Architectural Access Board Group 1 dwelling unit requirements.

**Article 80 | ACCESSIBILITY CHECKLIST**

Please provide plan and diagram of the accessible units.

How many accessible units will also be affordable? If none, please describe reason.

Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,** please provide reason.

Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor’s Commission for Persons with Disabilities Advisory Board?

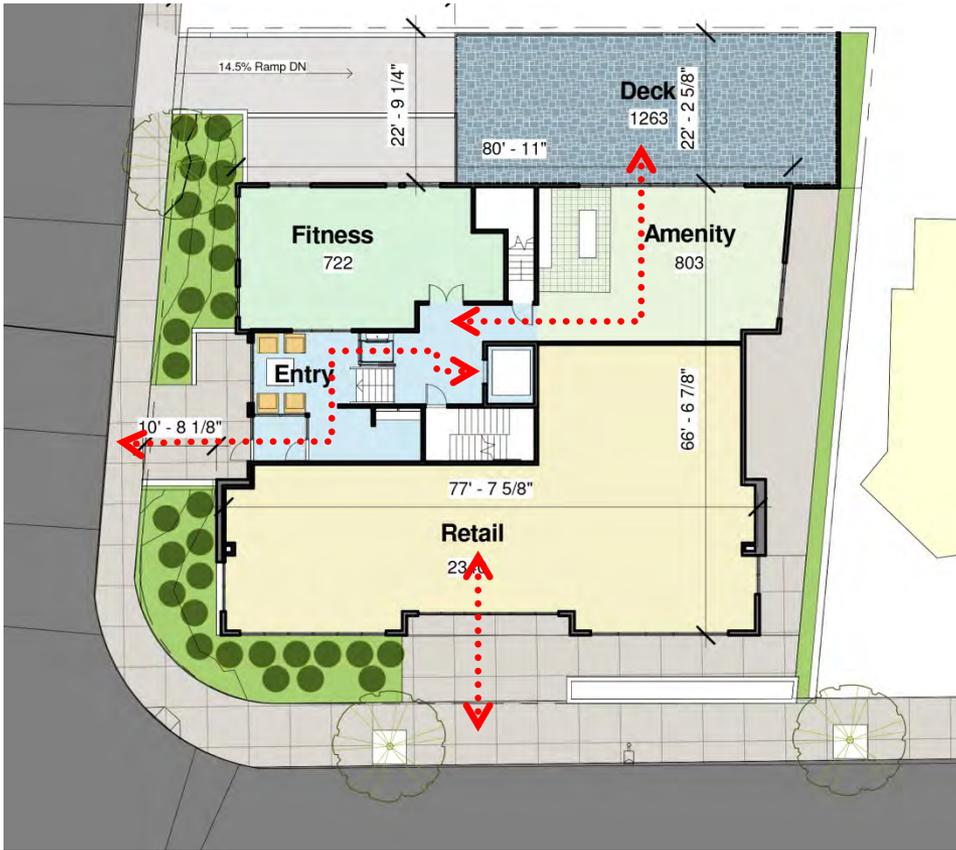
Did the Advisory Board vote to support this project? **If no,** what recommendations did the Advisory Board give to make this project more accessible?

None of the apartment units have architectural barriers that would prevent entry or use of a common space.
Not at this time.

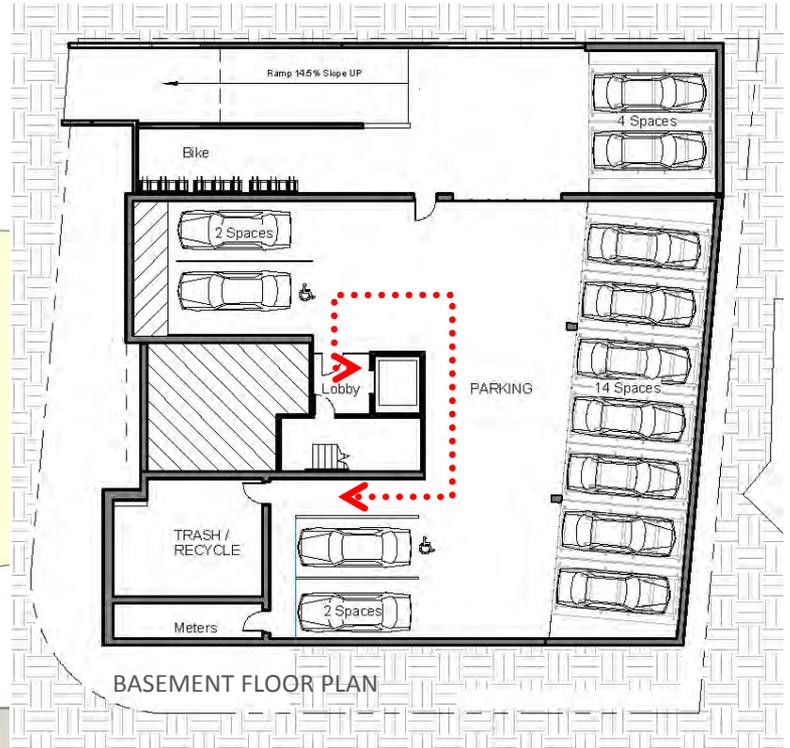
Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

[kathryn.quigley@boston.gov](mailto:kathryn.quigley@boston.gov) | Mayors Commission for Persons with Disabilities



FIRST FLOOR PLAN



BASEMENT FLOOR PLAN

TYPICAL RESIDENTIAL FLOOR PLAN



ACCESSIBLE ROUTE DIAGRAMS