



**5-29 New England Ave
Boston, MA 02124**

Article 80 Small Project Review Application
September 26, 2019

Submission to:

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

Submission By:

Codman Square Neighborhood Development Corporation
587 Washington St
Dorchester, MA 02124

September 26, 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
5-29 New England Avenue, Dorchester

Dear Director Golden:

Codman Square Neighborhood Development Corporation (CSNDC) is pleased to submit this application for Article 80 Small Project Review. This application includes the proposed development of 23 residential rental units affordable to households earning up to 60% of the area median income (AMI) in a newly constructed four-story elevator building on five parcels of land in Dorchester, MA (Proposed Project).

The Proposed Project will revitalize an underutilized 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 23 new units of affordable rental housing including five one-bedroom units, 12 two-bedroom units and six three-bedroom units. The building will include three handicap accessible units, a common laundry room, bicycle storage, a community room, outdoor landscaped areas, and 12 off street parking spaces.

The redevelopment of 5-29 New England Avenue has been in the works for many years. In 2011, CSNDC purchased 5, 9, and 21 New England Avenue. A few years later, in 2014, CSNDC purchased 23-29 New England Avenue. Over the past several years, CSNDC has discussed the development of these parcels with the City of Boston Department of Neighborhood Development (DND) and with the community. We are excited to have a proposed plan that is supported by community members and that continues the revitalization efforts of Talbot Commons I on an important block in the Codman Square neighborhood.

CSNDC 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 complements that new construction underway and creates quality affordable housing for 23 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,

Gail Latimore
Executive Director
Codman Square Neighborhood Development Corporation

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

5-29 New England Ave SPR Submission

Table of Contents

Overview

- Project Team
- Project Summary
- Community Benefits

Detailed Project Information

- Project Site Description
- Proposed Program, Data, and Dimensions
- Design Approach
- Sustainability
- Transportation, Access and Parking
- Anticipated Permits and Approvals
- Public Review Process

Boston Zoning Code Data

Exhibits

- Exhibit 1: Assessor Map
- Exhibit 2: Zoning Code Refusal
- Exhibit 3: Zoning Code Appeal
- Exhibit 4: Locus Plan
- Exhibit 5: Public Transportation
- Exhibit 6: Existing Conditions Context Photos
- Exhibit 7: Existing Conditions Survey
- Exhibit 8: Proposed Building Program
- Exhibit 9: Preliminary Code Analysis
- Exhibit 10: Plot Plan
- Exhibit 11: Ground Floor Plan
- Exhibit 12: Upper Floor Plans
- Exhibit 13: Elevations
- Exhibit 14: Rendering
- Exhibit 15: LEED Checklist
- Exhibit 16: Accessibility Checklist
- Exhibit 17: Site Control

OVERVIEW

Project Team

Developer and Applicant

Codman Square Neighborhood Development Corporation
587 Washington Street
Dorchester, MA 02124
Gail Latimore, Executive Director
gail@csndc.com

Legal Counsel

Goulston & Storrs
400 Atlantic Avenue
Boston, MA 02110
Joe Sheridan
(617) 482-177
jsheridan@goulstonstorrs.com

Architect

Studio Luz Architects
67 Poplar Street
Boston, MA 02131
Hansy Better Barraza, Principal
617-423-2724
h1b@studioluz.net

Landscape Architect

Deborah Myers Landscape Architecture LLC
36 Bromfield Street, Suite 503
Boston, MA 02108
Deborah Myers, Principal
617-922-6741
deb@dm-la.com

Civil Engineer and Survey

Sherwood Consulting & Design, LLC
26 Smith Place, Suite #2
Cambridge, MA 02138
Joseph Oliveira, P.E.
617-945-0940
Joosherwoodcd.com

Environmental Engineer

IES, Inc.

50 Salem Street, Building A, Suite 108

Salem, MA 01940

Steven Iorio

671-623-8880

siorio@iesinc.com

Project Summary

This Small Project Review Application is being submitted by Codman Square Neighborhood Development Corporation (CSNDC or Proponent) in accordance with Article 80, Section E of the Boston Zoning Code (the "Code"). The project consists of the development of five parcels of land, 5-29 New England Avenue, in the Codman Square neighborhood of Dorchester (the "Site") to create 23 affordable rental housing units and a community room in a four story building with 12 parking spaces, including one handicap accessible parking space.

5-29 New England Avenue consists of an approximately 24,871 square foot, triangular shaped lot currently improved by a single-story masonry and steel building. The site previously housed auto repair uses. The NE Ave Site is located across the street from CSNDC's Talbot Commons Phase I development, currently under construction, and is just a 3-minute walk to the new Talbot Avenue commuter rail station on the Fairmount line.

CSNDC proposes to demolish the existing buildings on the Site and develop a four-story, elevator building to create five one-bedroom units, 12 two-bedroom units, six three-bedroom units, a 750 square foot community room and 12 parking spaces (Proposed Project). The Proposed Project will include three handicap accessible units, a common laundry room, a common entrance way and bicycle storage.

The Proposed Project will activate the street with new residents, enhancing the security of the neighborhood and creating a safer pedestrian experience. A small green space area toward the southern end of the building on New England Avenue offers an amenity not only to the development but to the neighborhood at large. The landscaping compliments the open spaces in Talbot Commons I as well as provides a connection from the south side of the building to the parking on the north side of the building. Due to the building's proximity to the Fairmont Commuter rail line, the building will be designed to buffer the noise from passing trains.

The Proposed Project will offer one, two, and three-bedroom units to households earning up to 60% of the area median income (AMI). The project will be funded through a mix of financing programs, including the Low Income Housing Tax Credit program, State Low Income Housing Tax Credits, as well as a mix of City of Boston and state subordinate debt financing.

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 blighted property 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 New England Avenue 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 23 new units of affordable housing, including three handicap accessible units and five units for formerly homeless households;
- 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 100 construction jobs over a 15-month period;
- The creation of 1 part-time property manager position and a part-time maintenance manager;
- Building sustainability by creating a development with Passive House standards that is LEED Silver certifiable; and
- The generation of new property tax revenue.

DETAILED PROJECT INFORMATION

Project Site Description

The project consists of five adjoining parcels of land as follows:

NE Ave	17-01595-000	4,148 s.f.
5 NE Ave	17-01592-010	4,090 s.f.
9-19 NE Ave	17-01593-000	6,251 s.f.
21 NE Ave	17-01594-00	5,519 s.f.
23-29 NE Ave	17-01596-000	4,863 s.f.

The site is about a half-block from Talbot Avenue to the north, abuts the Fairmount MBTA corridor to the west, and fronts on New England Avenue to the east. To the north, a single-story auto repair business occupies the corner of New England Avenue and Talbot Avenue. The Site currently has a single-story building that is occupied by two tenants. Both tenants have waived their rights under the Uniform Relocation Act.

The Site is within a three-minute walk from the Talbot Avenue commuter rail station and a 15-minute walk from Codman Square to the east. Immediately across from 5-21 New England Avenue is the Talbot Commons Phase I project that is currently under construction.

The Site is close to a variety of amenities, many that are along or just off Talbot Avenue, Washington Street or Norfolk Street. These include, but are not limited to, America's Food Basket, Walgreens, and 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 proximity to parks and recreation areas, including Elmhurst Park and Harambee Park.

Residents of the Proposed Project will enjoy proximity to public transportation. As noted above, the Talbot Avenue Commuter Rail Station on the Fairmount Line is just .1 mile away, and a covered bus stop served by MBTA bus routes 22 and 45 is located approximately 500 feet east on Talbot Avenue. These transportation amenities provide access to employment centers in Greater Boston.

The Site has been subject to activity under the Massachusetts Contingency Plan (MCP). In 2011, a Limited Removal Action was carried out to remediate a release of nickel. Further, there is currently an Activity and Use Limitation associated with a portion of the site. A MassDevelopment Brownfields Grant was awarded to the Proponent to carry out environmental assessment and remedial activity. An updated Phase I/II Environmental Assessment was recently completed to help guide efforts to close out the Site under the MCP.

Proposed Program, Data and Dimensions

Lot Area:	25,662 SF
Maximum Building Height / Stories:	42' (from average grade) / 4 stories of housing
Number of Residential Units Proposed:	23
Proposed Gross Floor Area:	25,357 GFA
Floor Area Ratio:	.98
Parking Spaces:	12
Bicycle Spaces:	31

Design Approach

5-29 New England Ave is a proposed development consisting of 23 affordable residential units. The site is comprised of an irregular shaped lot, bounded by Talbot Ave at the North, New England Ave at the East, and a commuter rail line to the West. The northern portion of the site is currently occupied by a one-story masonry and steel building, previously housing auto repair uses. Across from New England Ave is the proposed "Talbot Commons Phase 1" which comprises of 15 residential units, both new and existing. This site is bounded by Mallard Ave on its east side, creating a three-way intersection at the south of 5-29 New England Ave.

The proposed new building will be a four-story wood-framed building offering approximately 25,000 sf of residential space distributed through 23 apartments, ranging in size from 1BR to 3BR units. The building is stepped to accommodate the triangular site geometry, resulting in three distinct green spaces that connect the parking to building entries and retail. One of these green spaces serves as an entry plaza that connects to the 13 proposed parking spaces. The plaza also connects to the proposed green spaces in "Talbot Commons Phase 1", allowing the lobby to spill outside and provide a welcome space for the residents.

The building footprint is composed of two major bars shifted along a central double-loaded corridor. This reduces the length of the corridor and connects residences to the plaza and green spaces. The building massing is set back to provide noise-buffering from the commuter rail at the West and from the existing building at the North. The northern barrier is enhanced by the parking and provides buffering from future potential development at the existing building. If potential development leads to a taller structure at this location, the proposed building would not be affected by shadow cast due to site orientation.

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 use of fiber cement panels and board and batten siding fosters this relationship between new and traditional.

Public Review Process

CSNDC has contemplated the development of TC II since 2011, when it first purchased three New England Avenue properties (5,9,21 New England Avenue). In 2014, CSNDC purchased 23-29 New England Avenue. When it first purchased the properties, CSNDC planned to redevelop property on both sides of New England Avenue to construct approximately 40 units of affordable housing. As CSNDC did not have control of all adjoining lots on New England Avenue, the City of Boston Department of Neighborhood Development (the City or DND) recommended that we split the project into two phases. CSNDC followed the City's direction, and after a thorough community review process, Talbot Commons

I, which includes 40 units of affordable rental housing on the even side of New England Avenue, Mallard Street, and Norfolk Street is now under construction.

With Talbot Commons I under construction, CSNDC has worked with the City and the community to begin the next phase of re-development on New England Avenue. In March 2018, CSNDC re-introduced the Proposed Project to the community as part of another effort to redevelop 270 Talbot Avenue and Spencer Street, a City-owned parcel just 500 feet east on Talbot Avenue.

CSNDC submitted the site plans for Proposed Project on August 5, 2019 to the BPDA and DND. CSNDC corresponded with BPDA and DND design reviewers to address their feedback. On September 12, 2019, CSNDC met with the City to review the Proposed Project, and on September 17, the CSNDC met with BPDA and DND design review staff. The BPDA and DND approved the site plan for the Proposed Project, assuming particular amendments were made, on September 17.

On September 24, 2019, CSNDC presented the Proposed Project at the monthly meeting of the Talbot Norfolk Triangle Civic Association (TNT), to which elected officials, city officials and other neighborhood groups were invited, including members West of Washington (WOW) and Codman Square Neighborhood Council (CSNC). A vote was taken to approve the Proposed Project. CSNDC will continue to meet with the community throughout the BPDA's Article 80 Small Project Review process and during the Zoning Board of Appeals process to ensure that their feedback continues to be incorporated into the project plans.

Boston Zoning Code Data

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 table below outlines the City of Boston Permits and Approvals anticipated to be required for the Proposed Project

Zoning Overview

The Project Site is located within the LI (Local Industrial) sub-district of the Greater Mattapan Neighborhood District, Article 60 of the City of Boston Zoning Code. Multifamily residential is a Forbidden (“F”) use in an LI zone. 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. The table below describes applicable dimensional regulations in this sub-district and indicates if a variance from the ZBA will be required.

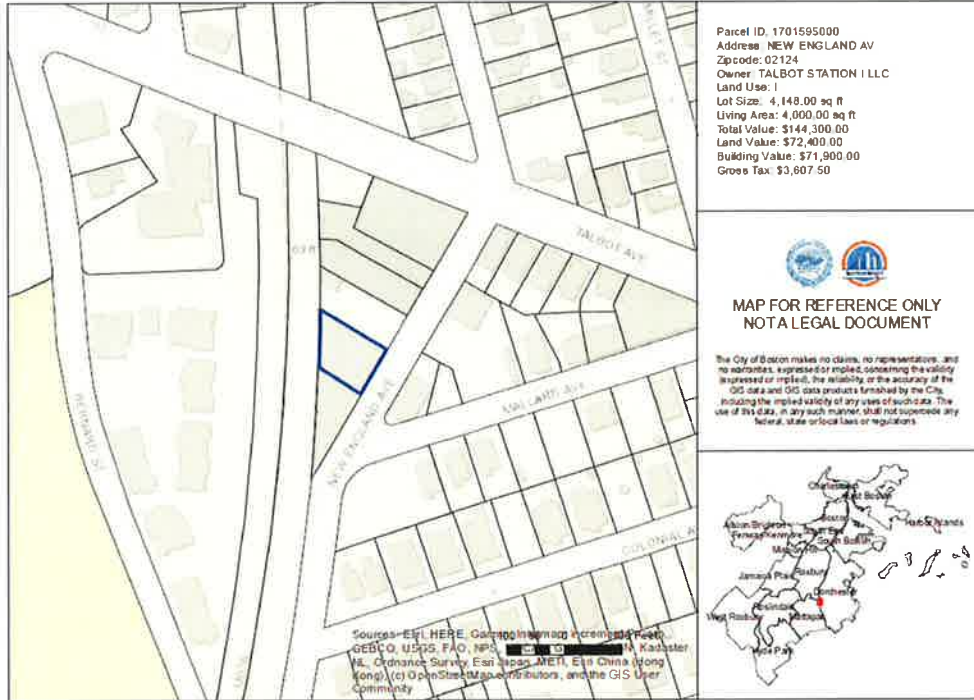
Table G - Greater Mattapan Neighborhood District Local Industrial, Neighborhood Institutional and Community Facilities Subdistricts – Dimensional Regulations “Local Industrial (LI)”

Dimensional Element	LI Subdistrict	Proposed Project	Zoning Relief Required?
Minimum Lot Size	none	25,662 SF	No
Minimum Lot Area per Dwelling Unit	none	1,093 sf	No
Max. Floor Area Ratio	1.0	.98	No
Max. Building Height	35’	42’	Yes
Min. Usable Open Space per D.U.	50 sf	549 sf	No
Min. Lot Width	none	70	No
Min. Lot Frontage	none	341’	No
Min. F.Y.	none	14’-7”	No
Min. S.Y.	none	18’-10”	No
Min. R.Y.	20’	14’-7”	Yes
Required Parking	1.0 per D.U.	12	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	0	0	No

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

New England Avenue

September 24, 2019



21 New England Avenue

September 24, 2019

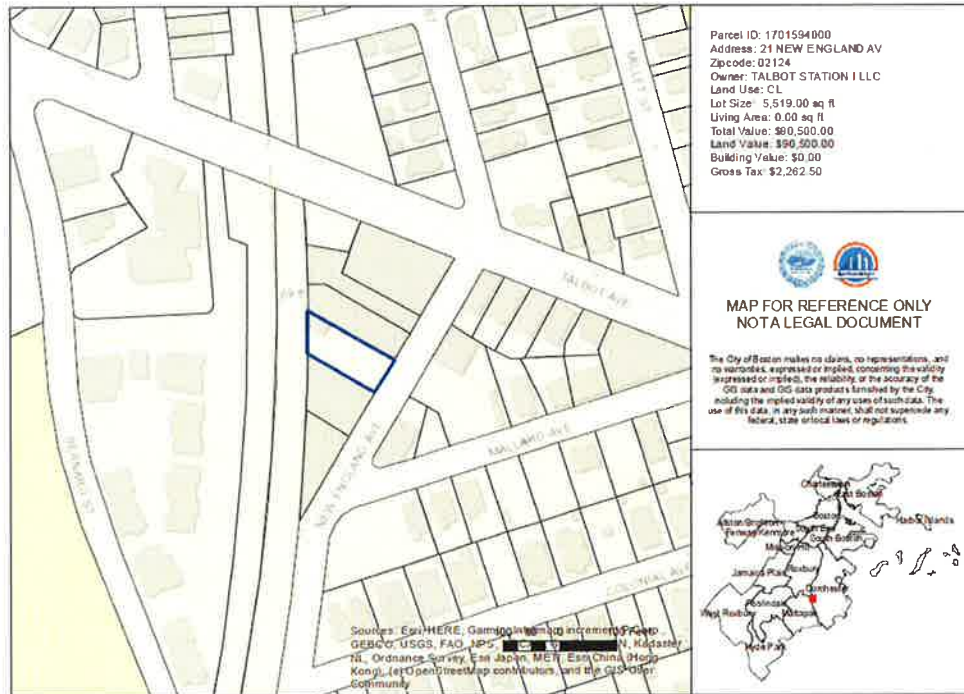


Exhibit 2: Zoning Code Refusal

Zoning Code Refusal to be provided.

Exhibit 3: Zoning Code Appeal

Zoning Code Appeal to be provided.

Exhibit 4: Locus Plan



21 New England Ave

5-29 New England Avenue Site Locus Map



Imagery ©2019 Google, Imagery ©2019 CNES / Airbus, Map data ©2019 Google, Imagery ©2019 CNES / Airbus, MaaGIS, Commonwealth of Massachusetts EOE, Mazer Technologies, USDA Farm Service Agency, Map data ©2019 1000 ft



21 New England Ave

Boston, MA 02124



Directions



Save



Nearby



Send to your phone



Share

Exhibit 5: Public Transportation

Talbot Commons II: Left triangle is the 5-29 Spencer Street portion of the property

LOCAL PUBLIC TRANSIT



KEY

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

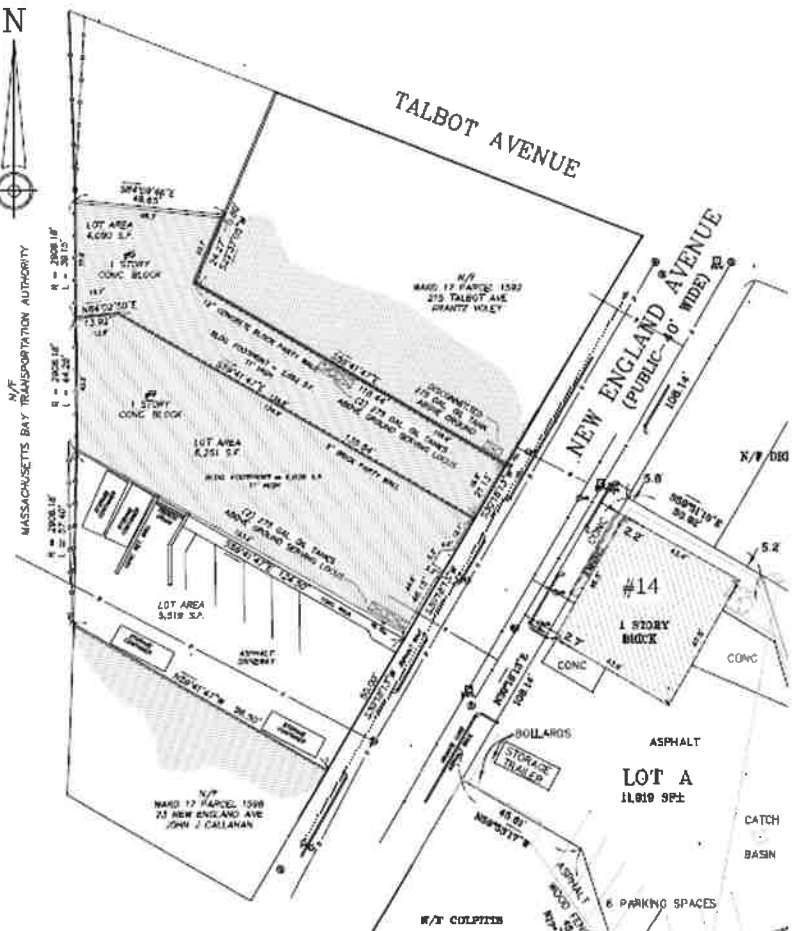
Exhibit 6: Existing Conditions Context Photos

5-23 New England Ave



Exhibit 7: Existing Conditions Survey

- LEGEND**
- AREA DRAIN
 - BOLLARD
 - BOSTON WATER WORKS
 - CATCH BASIN
 - CHAIN LINK FENCE
 - CONCRETE LIGHT POLE
 - DRAIN MANHOLE
 - ELECTRIC HANDHOLE
 - ELECTRIC MANHOLE
 - ELECTRIC METER
 - ELECTRIC TRANSFORMER
 - FLAOPDLE
 - GAS GATE
 - GAS METER
 - HYDRANT
 - METAL LIGHT POLE
 - OVERHEAD WIRES
 - PARKING METERS
 - PEDESTRIAN LIGHT POLE
 - ROOF DRAIN
 - SEWER MANHOLE
 - SIGNS
 - STOCKADE FENCE
 - STONE WALL
 - TELEPHONE MANHOLE
 - TRAFFIC LIGHT POLE
 - TRAFFIC CONTROL BOX
 - UNDERGROUND UTILITIES
 - WATER CONTROL VALVE
 - WATER GATE
 - WOOD UTILITY POLE
 - WOOD UTILITY POLE W/LIGHT
 - WROUGHT IRON FENCE



2-21 Rev. 01/04
 J. & Associates, Inc.
 10 Talbot Avenue
 Weymouth, MA 01981
 Tel: 781-941-1111
 Fax: 781-941-1112

Exhibit 8: Proposed Building Program

Design Approach

5-29 New England Ave is a proposed development consisting of 23 affordable residential units. The site is comprised of an irregular shaped lot, bounded by Talbot Ave at the North, New England Ave at the East, and a commuter rail line to the West. The northern portion of the site is currently occupied by a one-story masonry and steel building, previously housing auto repair uses. Across from New England Ave is the proposed "Talbot Commons Phase 1" which comprises of 15 residential units, both new and existing. This site is bounded by Mallard Ave on its east side, creating a three-way intersection at the south of 5-29 New England Ave.

The proposed new building will be a four-story wood-framed building offering approximately 25,000 sf of residential space distributed through 23 apartments, ranging in size from 1BR to 3BR units. The building is stepped to accommodate the triangular site geometry, resulting in three distinct green spaces that connect the parking to building entries and retail. One of these green spaces serves as an entry plaza that connects to the 13 proposed parking spaces. The plaza also connects to the proposed green spaces in "Talbot Commons Phase 1", allowing the lobby to spill outside and provide a welcome space for the residents.

The building footprint is composed of two major bars shifted along a central double-loaded corridor. This reduces the length of the corridor and connects residences to the plaza and green spaces. The building massing is set back to provide noise-buffering from the commuter rail at the West and from the existing building at the North. The northern barrier is enhanced by the parking and provides buffering from future potential development at the existing building. If potential development leads to a taller structure at this location, the proposed building would not be affected by shadow cast due to site orientation.

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 use of fiber cement panels and board and batten siding fosters this relationship between new and traditional.

Sustainability

- The Proposed Project will be certifiable under the LEED for Homes criteria, meeting all prerequisites and earning sufficient credit to achieve at least the LEED Silver threshold, with the preliminary checklist tracking additional credits to meet the level for LEED Gold. The project will meet the requirements of the MA Stretch Energy Code by achieving a HERS Index of 55 or below. The building envelope will be designed to meet a maximum air leakage target of 3 ACH50, and individual units will be compartmentalized to at least 0.3 cfm50/ssf. Design considerations will include high performance heating and cooling systems, high-efficacy LED

lighting, continuous mechanical ventilation, Energy Star-rated windows, low-flow bathroom fixtures, and low-VOC paints and sealants. The project is transit-oriented, as the location is within ½-mile walking distance of the Talbot Ave commuter rail station, as well as several MBTA bus routes, further enhancing the overall sustainability of the development. Project design will also incorporate a rooftop solar PV array.

Transportation, Access, and Parking

The Proposed Project will provide 13 on-site uncovered parking spaces, located by the front entry of the building. The parking driveway will connect to New England Ave via a new curb cut.

Secure and covered bicycle racks with the capacity to store 23 bicycles will be provided in the new building, with an additional bicycle rack for 8 bicycles to be provided outside the building.

The Project Site is a two-minute walk (approximately 0.1 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

Please see attached from Fitzemeyer & Tocci

Memorandum

300 UNICORN PARK DRIVE, 5TH FLOOR
WOBURN, MA 01801
(P) 781.481.0210 (F) 781.481.0203 (W) www.f-t.com

5-29 New England Ave. Article 80 Submission

Preliminary Code Analysis

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

Description

- Use Groups: R-2/S-1
- Building Area: 6,384 sf
- Aggregate Bldg. Area: 25,357 sf
- Building Height: 4 St./42'
- Construction Type: VA
- Frame Hourly Rating: 1 Hour
- Shafts: 1 hour if less than 4 stories, 2 hours if four stories or more.
- Fire Separation Distance: 1 hour exterior walls where less than 10'-0"
- Dwelling Units: 23
- D.U. Separations: 1 Hour
- Fire Protection: Sprinklers, Alarm System, CO and Smoke Detection in D.U.'s
- Occ. Load per Floor: 64
- No. of Exits per Floor: 2
- Cap. of Exits per Floor: 320
- Max. Travel Distance: 250'
- Interior Finish: Class C throughout

Use Groups:

Memorandum

300 UNICORN PARK DRIVE, 5TH FLOOR
WOBURN, MA 01801
(P) 781.481.0210 (F) 781.481.0203 (W) www.f-t.com

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 and the Community Room are incidental uses which do not require rated separations 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 5-29 New England Ave. 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 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.

Memorandum

300 UNICORN PARK DRIVE, 5TH FLOOR
WOBURN, MA 01801
(P) 781.481.0210 (F) 781.481.0203 (W) www.f-t.com

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:

Memorandum

300 UNICORN PARK DRIVE, 5TH FLOOR
WOBURN, MA 01801
(P) 781.481.0210 (F) 781.481.0203 (W) www.f-t.com

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.

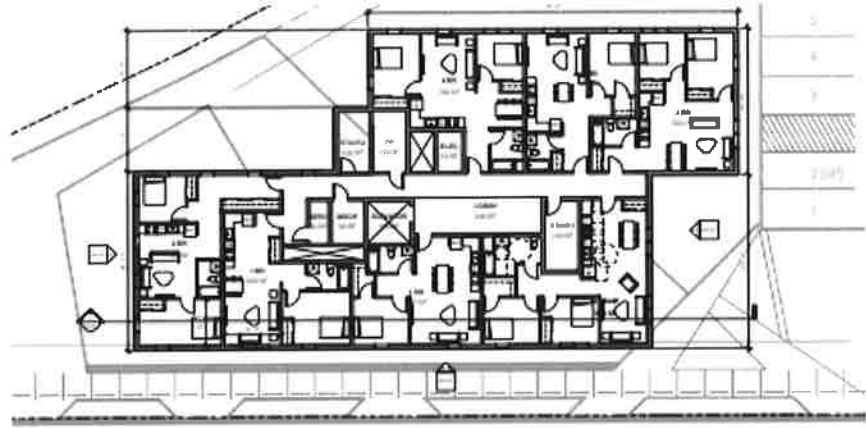
Exhibit 10: Plot Plan



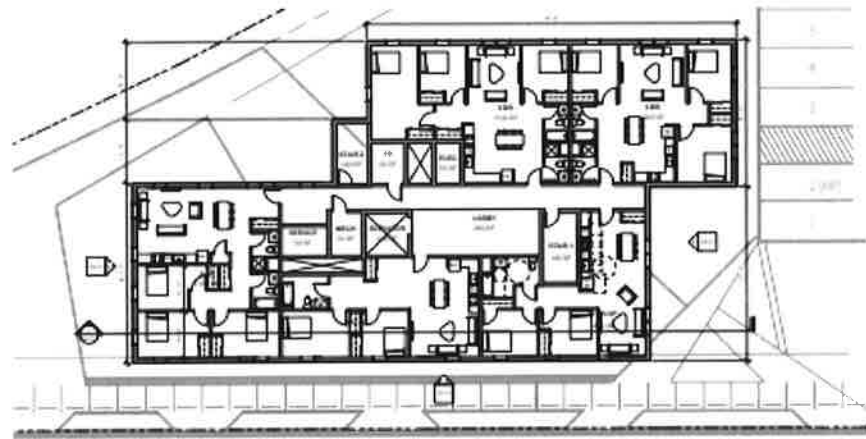
Exhibit 11: Garage floor plan – NA

Exhibit 12: Floor Plans

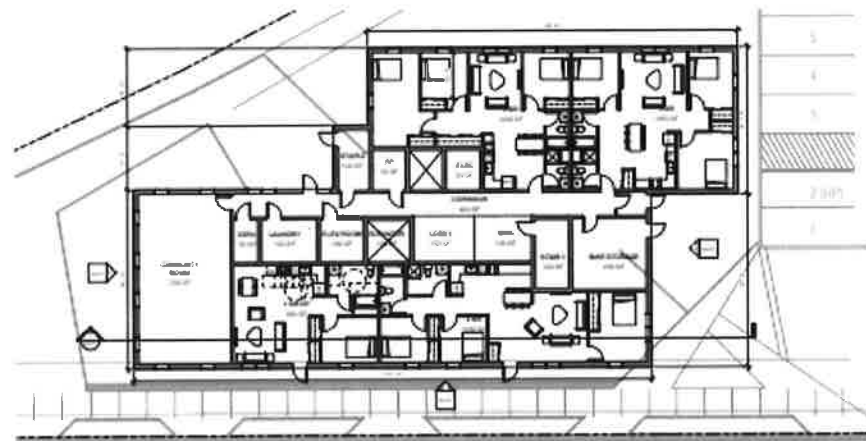
Exhibit 12: Floor Plans



3RD & 4TH FLOOR PLAN



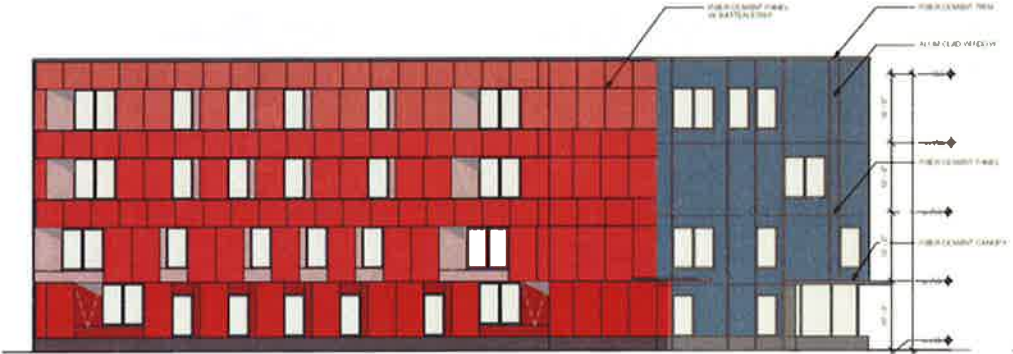
2ND FLOOR PLAN



1ST FLOOR PLAN

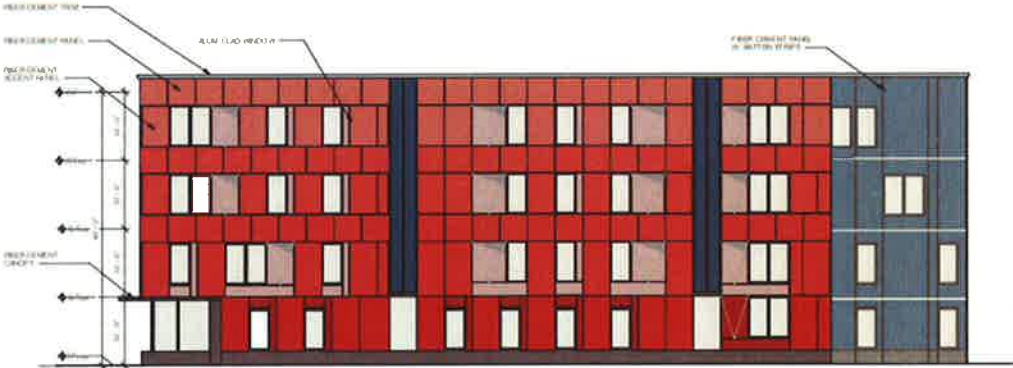
Exhibit 13: Elevations

Exhibit 13: Elevations



REAR ELEVATION

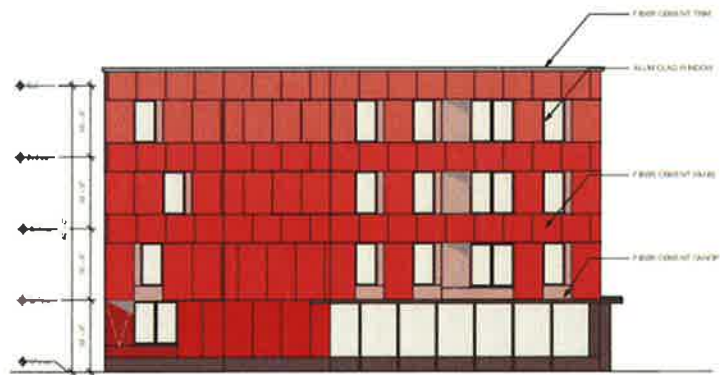
Exhibit 13: Elevations



FRONT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION

Exhibit 14: Rendering



STREET LEVEL VIEW FROM NEW ENGLAND AVE

Exhibit 14: Rendering



AERIAL VIEW FROM NEW ENGLAND AVE

Exhibit 14: Rendering

Exhibit 15: LEED Checklist



LEED v4 for Building Design and Construction: Multifamily Midrise Project Checklist

Project Name:
Date:

Y	?	M	Credit	Integrative Process	2
0 0 0 Location and Transportation 15					
Y			Prereq	Floodplain Avoidance	Required
PERFORMANCE PATH					
			Credit	LEED for Neighborhood Development Location	15
PRESCRIPTIVE PATH					
			Credit	Site Selection	8
			Credit	Compact Development	3
			Credit	Community Resources	2
			Credit	Access to Transit	2
0 0 0 Sustainable Sites 7					
			Prereq	Construction Activity Pollution Prevention	Required
Y			Prereq	No Invasive Plants	Required
			Credit	Heat Island Reduction	2
			Credit	Rainwater Management	3
			Credit	Non-Toxic Pest Control	2
0 0 0 Water Efficiency 12					
Y			Prereq	Water Metering	Required
PERFORMANCE PATH					
			Credit	Total Water Use	12
PRESCRIPTIVE PATH					
			Credit	Indoor Water Use	6
			Credit	Outdoor Water Use	4
0 0 0 Energy and Atmosphere 37					
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Energy Metering	Required
Y			Prereq	Education of the Homeowner, Tenant or Building Manager	Required
			Credit	Annual Energy Use	30
			Credit	Efficient Hot Water Distribution	5
			Credit	Advanced Utility Tracking	2
0 0 0 Materials and Resources 9					
Y			Prereq	Certified Tropical Wood	Required
Y			Prereq	Durability Management	Required
			Credit	Durability Management Verification	1
			Credit	Environmentally Preferable Products	5
			Credit	Construction Waste Management	3
0 0 0 Indoor Environmental Quality 18					
Y			Prereq	Ventilation	Required
Y			Prereq	Combustion Venting	Required
Y			Prereq	Garage Pollutant Protection	Required
Y			Prereq	Radon-Resistant Construction	Required
Y			Prereq	Air Filtration	Required
Y			Prereq	Environmental Tobacco Smoke	Required
Y			Prereq	Compartmentalization	Required
			Credit	Enhanced Ventilation	3
			Credit	Contaminant Control	2
			Credit	Balancing of Heating and Cooling Distribution Systems	3
			Credit	Enhanced Compartmentalization	3
			Credit	Enhanced Combustion Venting	2
			Credit	Enhanced Garage Pollutant Protection	1
			Credit	Low Emitting Products	3
			Credit	No Environmental Tobacco Smoke	1
0 0 0 Innovation 6					
Y			Prereq	Preliminary Rating	Required
			Credit	Innovation	5
			Credit	LEED AP Homes	1
0 0 0 Regional Priority 4					
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1
0 0 0 TOTALS Possible Points 110					

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110



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

Project Checklist

Project Name: 5-29 New England Ave
Date: 24-Sep-19

Y ? N

2 Integrative Process

15 0 0 Location and Transportation 15

Y *Prereq* Floodplain Avoidance Required

PERFORMANCE PATH

15 LEED for Neighborhood Development Location

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

12 Total Water Use

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

29 Annual Energy Use

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 4
- 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
- 2 *Credit* Enhanced Combustion Venting 2
- 2 *Credit* Enhanced Garage Pollutant Protection 2
- 1 *Credit* Low Emitting Products 3

1 1 0 Innovation 6

Y *Prereq* Preliminary Rating Required

1 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:	5-29 New England Ave. Apartments		
Primary Project Address:	5-29 New England Ave. Dorchester		
Total Number of Phases/Buildings:	One (1)		
Primary Contact (Name / Title / Company / Email / Phone):	Kiele Mauricio, Project Manager, Codman Square Neighborhood Development Corporation 587 Washington St. Dorchester, MA 02124 (617) 825-4224		
Owner / Developer:	Codman Square Neighborhood Development Corporation 587 Washington St. Dorchester, MA 02124 (617) 825-4224		
Architect:	Studio Luz Architects 67 Poplar Street Boston, MA 02131		
Civil Engineer:	Sherwood Consulting & Design, LLC 26 Smith Place, Suite #2, Cambridge MA 02138		
Landscape Architect:	Deborah Myers Landscape Architecture 36 Bromfield Street, Suite 503, Boston, MA 02108		
Permitting:	TBD		
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:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	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:	25,662 SF	Building Area:	25,357 GSF
Building Height:	40 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, Community Room, Mail		
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 within ¼ mile of 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 housing developments, educational facilities, others:	Codman Square Health Center; Second Church of Dorchester, Former Girls Latin Academy, Lithgow Building
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: <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? <i>If yes</i> , identify which district:	NO
Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i> , 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? <i>If yes</i> , have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i> , provide description and photos:	N/A
<p>5. Surrounding Site Conditions – Proposed <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>	

<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>TBD</p>
<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>TBD</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>Concrete walkways and sidewalks are proposed for the site. Sidewalk improvements are included in the proposed project.</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>NO</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>N/A</p>
<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p>No</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>	

What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	12 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? <i>If yes</i> , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	N/A
Where is the accessible visitor parking located?	In Lot
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	No
<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>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Both Street and Rear entrances to building have flush entrances
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no</i> , what is the reason?	Standard and accessible entrances are one and the same.
<i>If project is subject to Large Project Review/Institutional Master Plan</i> , describe the accessible routes way-finding / signage package.	The Project is not subject to Large Project Review
8. Accessible Units (Group 2) and Guestrooms: (If applicable)	

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.

What is the total number of proposed housing units or hotel rooms for the development?	23 Dwelling Units
<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?	100% Affordable Rental
<i>If a residential development</i> , how many accessible Group 2 units are being proposed?	Three (3) 10% per Department of Neighborhood Development
<i>If a residential development</i> , how many accessible Group 2 units will also be IDP units? <i>If none</i> , describe reason.	TBD
<i>If a hospitality development</i> , how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? <i>If yes</i> , 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. <i>If yes</i> , provide reason.	No
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i> , describe:	Elevator serves all floors

9. Community Impact:

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.

<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>Street trees are currently proposed as part of this project.</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>N/A</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, the building is intended for use by occupants and their guests only.</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>No</p>
<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? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>No</p>

10. Attachments

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.

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

Provide a diagram of the accessible route connections through the site, including distances.

YES

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **N/A**

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.**YES**

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

-
-
-
-

**Exhibit 16: Article 80
Accessibility Checklist**

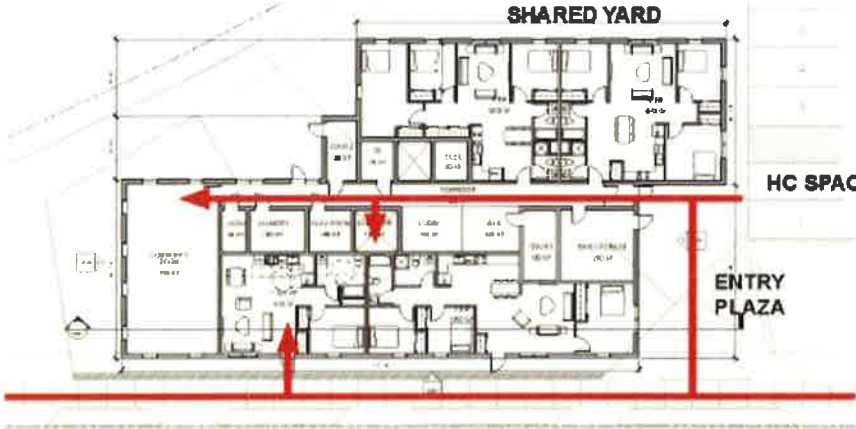


3RD & 4TH FLOOR PLAN



2ND FLOOR PLAN

* All routes to units will be accessible via elevator
** Location of Group 2 units are as noted



1ST FLOOR PLAN

Exhibit 17: Site Control

Attached are the following deeds demonstrating site control of 5-29 New England Avenue:

- 5, 9, 21 New England Avenue, dated April 13, 2011 (note that the owner of such deed is Talbot Station I, a subsidiary of CSNDC)
- 23 New England Avenue, 0 New England Avenue, 0 Mallard Street, dated April 23, 2014 (note that 0 Mallard Avenue is not part of the 5-29 New England Avenue Small Project Review Application)

The deeds are in the name of Talbot Station I, which is a subsidiary of CSNDC.

Recording Requested by and
Upon Recording Return to:

Amy Moody McGrath, Esq.
c/o Goulston & Storrs PC
400 Atlantic Avenue
Boston, MA 02110

23 New England Avenue, 0 New England Avenue, 0 Mallard Avenue, Boston, Massachusetts

DEED

**JACOB I BRIER, AS TRUSTEE OF THE JOHN L. CALLAHAN
TESTAMENTARY TRUST (“Grantor”)**, for consideration paid of Three Hundred Twenty
Five Thousand and 00/100 Dollars (**\$325,000.00**) grants to **TALBOT STATION I LLC**, a
Massachusetts limited liability company having an address c/o Codman Square Neighborhood
Development Corporation, 587 Washington Street, Dorchester, Massachusetts 02124
(**“Grantee”**), with QUITCLAIM COVENANTS, the land, together with any improvements
situated thereon, located in Boston (Dorchester), Suffolk County, Massachusetts, as more
particularly described in EXHIBIT A attached hereto and made a part hereof.

The conveyance is made together with and subject to all recorded easements, conditions,
restrictions and agreements and all other matters of record that lawfully apply to the property
hereby conveyed.

For Grantors’ title, see the Estate of John L. Callahan, Barnstable Probate No. 44720,
Jacob I. Brier, Administrator with the will annexed. See also Deed from Muriel M. Campbell to
John L. Callahan, dated June 27, 1962, recorded in the Suffolk County Registry of Deeds in
Book 7658, Page 77, and Deed from Helen J. Pardoe f/k/a Helen J. Callahan, dated June 4, 1945,
recorded in the Suffolk County Registry of Deeds in Book 6160, Page 620.

[Signatures appear on following pages]

IN WITNESS WHEREOF, Grantor has caused this Deed to be executed under seal as of the 23 day of April, 2014.

Jacob I. Brier as Trustee.
Jacob I. Brier, as Trustee of John L. Callahan
Testamentary Trust

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.
[County]

On this 23 day of April, 2014, before me, the undersigned notary public, personally appeared Jacob I. Brier, as Trustee of the John L. Callahan Testamentary Trust, proved to me through satisfactory evidence of identification, which was MA DRIVER LIC to be the person whose name is signed on the preceding or attached document and acknowledged to me that he signed it voluntarily for its stated purpose both individually and in his capacity as said Trustee.

[Signature]
(official signature and seal of notary)
My commission expires: 10/27/2017



EXHIBIT A

A certain parcel of land with the buildings thereon, in the Dorchester District of the City of Boston, and being Lot "B" on a "Plan of Land in Dorchester, April 3, 1958, E. Corsano, C.E.," recorded with Suffolk Deeds, Book 7304, Page 80.

A certain parcel of land with buildings thereon, situated in the Dorchester District of Boston, Massachusetts, being lots numbered 159 and 160 on a plan surveyed by F.A. Foster entitled "Plan of Land in Dorchester, Belonging to: Caroline Jackson" and dated May 1, 1891, duly recorded with Suffolk Deeds at the end of Book 2329.



Bk: 47812 Pg: 83 Doc: DED
Page: 1 of 4 04/15/2011 01:03 PM

Attested
Francis M. Roache
Francis M. Roache
Register of Deeds

RECORDED
MASSACHUSETTS EXCISE TAX
Suffolk County Parcel ROD # 001
Date: 04/15/2011 01:03 PM
Ctrl: 10096 05376 Doc# 00031330
Fee: 92,736.00 Cons: \$600,000.00

DEED

NEW ENGLAND AVENUE CORPORATION, a Massachusetts corporation having a business address at 7 Wells Avenue, Newton, Massachusetts,

grants to **TALBOT STATION I LLC**, a Massachusetts limited liability company having a business address at 587 Washington Street, Dorchester, Massachusetts,

for consideration of Six Hundred Thousand and 00/100 Dollars (\$600,000.00) paid

with QUITCLAIM COVENANTS,

the land in Boston (Dorchester), Suffolk County, Massachusetts more particularly described as follows:

Parcel 1

A certain parcel of land with the buildings thereon situated in Boston (Dorchester District), Suffolk County, being shown as Lot B on a plan by Joseph Selwyn, Civil Engineer, dated July 21, 1964, recorded at Suffolk County Registry of Deeds in Plan Book 7874, Plan 174 and being bound and described as follows:

- SOUTHEASTERLY: by New England Avenue, forty-six and 15/100 (46.15) feet;
- SOUTHEASTERLY: by Lot 161 as shown on said plan, one hundred twenty-four and 50/100 (124.50) feet;
- NORTHEASTERLY: by land of the New York and New England Railroad, forty-four and 28/100 (44.28) feet;
- NORTHERLY: by Lot A as shown on said plan by the middle of an 8" brick party wall, thirteen and 92/100 (13.92) feet;
- NORTHEASTERLY: by said Lot A and in part by said middle of an 8" brick party wall, one hundred thirty-five and 84/100 (135.84) feet.

Containing 6,251 square feet of land according to said plan.

PROPERTY ADDRESS: 5, 9, 21 New England Avenue, Dorchester, MA

Together with an easement in and through and for the use of the existing sewer pipe running through Lot A so long as the present building exists on said Lot A, with the provision that the owner of Lot A shall have the right to relocate the said sewer pipe on Lot A during the existence of the present building, provided that he reconnects the relocated sewer pipe with the present sewer pipe on Lot B.

Parcel 2

A certain tract or parcel of land situated on the Northwesterly side of New England Avenue in the part of Boston, formerly Dorchester and being Lot 2A as shown on a "Subdivision Plan of Land, Boston (Dorchester), Mass., January 27, 1982, Selwyn & Kirwin Associates, Reg. Land Surveyors" recorded at Suffolk County Registry of Deeds as Plan No. 102 of 1982 and bounded and described as follows according to said plan, viz:

- SOUTHEASTERLY: by New England Avenue, twenty-one and $13/100$ (21.13) feet;
- SOUTHERLY: by Lot B as shown on said plan, in part through the middle of an 8" brick party wall, one hundred thirty-five and $84/100$ (135.84) feet;
- SOUTHERLY: by the middle of said 8" brick party wall, thirteen and $92/100$ (13.92) feet;
- NORTHWESTERLY: by the land formerly of the New York and New England Railroad, thirty-nine and $15/100$ (39.15) feet;
- NORTHERLY: by part of Lot 165 as shown on said plan, forty-nine and $65/100$ (49.65) feet;
- NORTHERLY: by Lot A1 as shown on said plan, eighty one-hundredths (0.080) feet;
- SOUTHEASTERLY: by Lot A1 as shown on said plan through the center of a 12" concrete brick party wall, twenty-four and $27/100$ (24.27) feet; and
- NORTHEASTERLY: by Lot A1 as shown on said plan through the center of a 12" concrete brick party wall, one hundred eighteen and $44/100$ (118.44) feet.

Containing 4,090 square feet according to said plan.

Parcel 3

The land in the Dorchester District of the City of Boston, numbered 21 New England Avenue, bounded and described as follows:

- EASTERLY: by New England Avenue, fifty (50) feet;
- SOUTHERLY: by lot numbered 160 on plan referred to hereinafter, ninety-six and 50/100 (96.50) feet;
- WESTERLY: by land now or late of the New York and New England Railroad, fifty-seven and 40/100 (57.40) feet; and
- NORTHERLY: by lots numbered 162 and 163 on said plan, one hundred twenty-four and 50/100 (124.50) feet.

Said land is numbered 161 on a plan of land entitled "Plan of Land in Dorchester, Massachusetts, belonging to Caroline Jackson surveyed by F. A. Foster, dated May 1, 1881", recorded with Suffolk Deeds at the end of Book 2329.

The premises are conveyed subject to all easements, encumbrances of whatever type and description including but not limited to that certain Notice of Activity and Use Limitation dated as of December 8, 2010 and recorded with the Suffolk Registry of Deeds at Book 47294, Page 29, and party wall agreements of record and the obligations of the owner of the said premises which by acceptance and recording of this deed, the said grantee hereby expressly assumes.

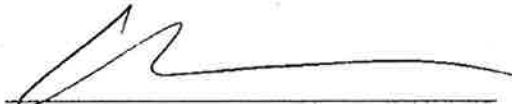
This conveyance constitutes all or substantially all of the assets of the corporation.

For title, see Deed dated May 1, 1991 and recorded with the Suffolk Registry of Deeds at Book 16835, Page 262.

[The remainder of this page intentionally left blank.]

Witness my hand and seal this 13th day of April, 2011

NEW ENGLAND AVENUE CORPORATION




Bruce Polishook
President and Treasurer
Duly Authorized

COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss.

On this 13th day of April, 2011, before me, the undersigned notary public, personally appeared Bruce Polishook, as President and Treasurer of New England Avenue Corporation, proved to me through satisfactory evidence of identification, which was personal knowledge, to be the person whose name is signed on the preceding or attached document and acknowledged to me that he signed it voluntarily for its stated purpose.



Notary Public
My commission expires: 10/31/2014

