



# 50-56 Leo M. Birmingham Parkway, Brighton

Submitted Pursuant to Article 80E of the Boston Zoning Code

**Submitted By:**

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Brookline, MA 02445

**March 6, 2019**

**Submitted To:**

Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

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**In Association With:**

Embarc Studio

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## 1.0 PROJECT SUMMARY / OVERVIEW

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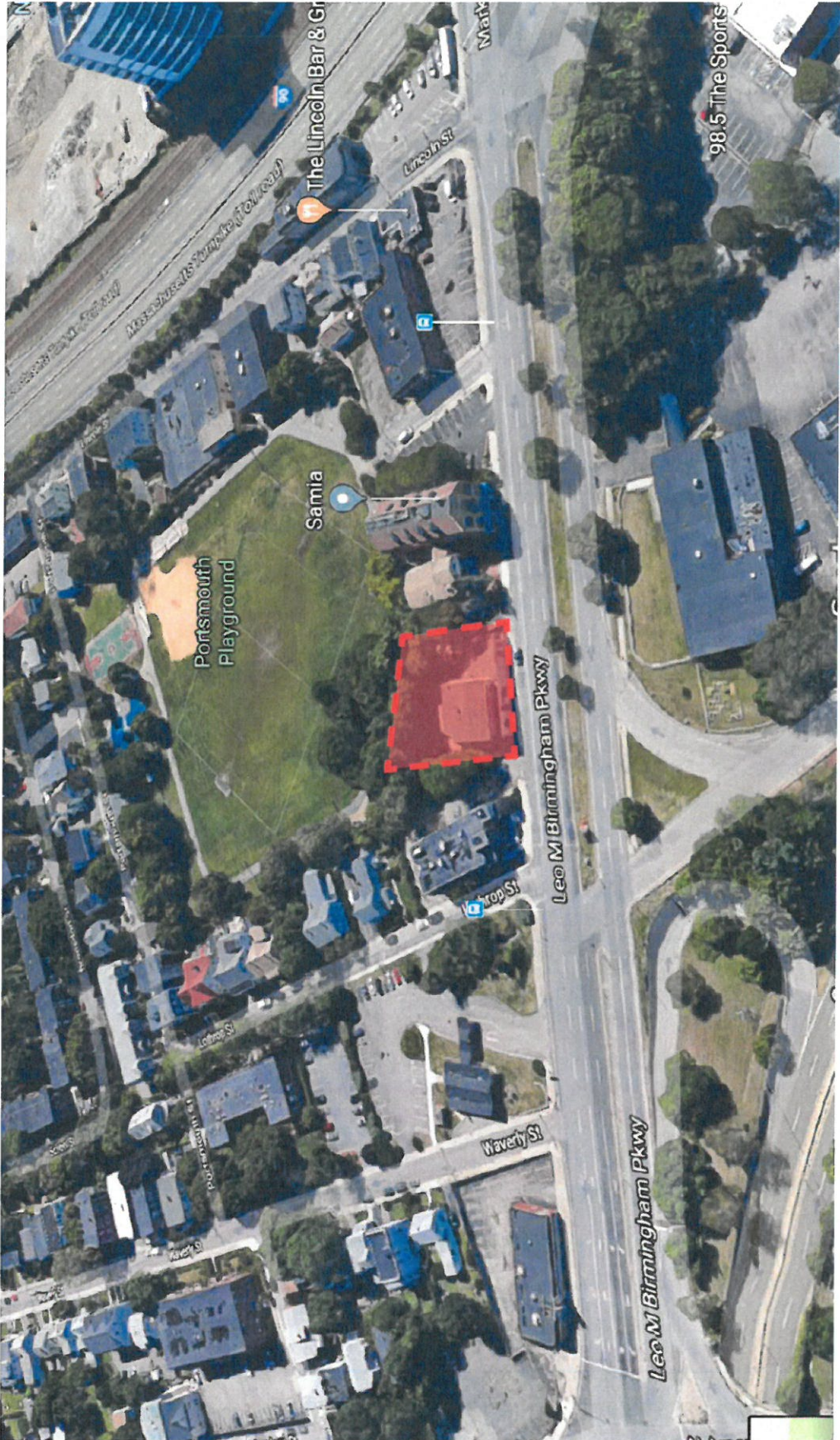
### 1.1 Introduction

This Package is being submitted on behalf of City Realty Group, LLC (the "Proponent") for a new residential development located at 50-56 Leo M. Birmingham Parkway that is approximately 48,645 square feet gross square feet in size and includes fifty-three residential condominium units. The Proposed Project will include fifty associated parking spaces and a bike room and repair station for fifty-four bicycles on the ground level. (Please see **Figure 1.1. Project Locus.**)

The Project Site is comprised of approximately 16,380 square feet of underutilized residential and commercial land. The Project will include combining two existing parcels into one lot, Parcel ID 2200686000 and Parcel ID 2200685000. The Proposed Project includes a redevelopment of the Project Site by replacing the existing facilities of ground floor commercial space and second floor residential use with a new residential building, landscape plan, vehicular and new pedestrian access improvements. The current estimated cost of this Project, based upon the most recent plans, is approximately \$15,120,000.

The development team's vision is to revitalize the neighborhood by replacing the existing mixed-use structure and rear parking lot with an energy efficient residential building that will add new necessary housing units to the increasingly popular Brighton community. As part of the community benefits related to the Proposed Project, the existing and unsightly commercial building will be demolished.

The Proposed Project will exceed the 20,000-square foot total build-out requirement for a project in a Boston neighborhood, and therefore required the preparation of filing(s) under the Small Project Review regulations, pursuant to Article 80 of the Boston Zoning Code. The Proponent will also seek zoning dimensional relief from the Code from the Boston Zoning Board of Appeal related to the size and change of use for the Proposed Project.



**Figure 1.1**  
**Project Locus**

## 1.2 Detailed Project Description

The Proposed Project sits on approximately 16,380 square feet of underutilized land along Leo M. Birmingham Parkway. The location lies within a historically commercial section of Brighton, however recent residential developments and approved developments are transforming this corridor into a mixed-use neighborhood. The developers came up with a project that is conducive to the neighborhood and integrated a residential use building with ample common amenity space. The Project lies within a Community Commercial (CC) Subdistrict. The current site contains two lots, both of which are classified as Residential/Commercial property types. The front lot, known as 50-56 Leo M. Birmingham Parkway contains commercial uses along the first floor and residential uses on the second floor. The second lot, which is located in the rear of the first lot and is known simply as Leo M. Birmingham Parkway is currently used as a paved parking lot.

The surrounding neighborhood is a mixture of residential, institutional, light industrial, commercial office and retail uses. A two-story State Police barracks is located to the left at 46-48 Leo M. Birmingham Parkway. To the right, at 58 Leo M. Birmingham Parkway, is a three-story multifamily residential building. Along Leo M. Birmingham Parkway is mixture of commercial and office buildings ranging from two to four stories. Additionally, two new six-story multifamily residential buildings are in the process of being developed in close proximity at 530 Western Avenue and 70 Leo M. Birmingham Parkway. The Portsmouth Street Playground, also known as Murray Field, abuts the property to the rear with various single and multi-family dwellings along Portsmouth and Lothrop Streets surrounding the park. Across Leo M. Birmingham Parkway are various light industrial, office and automotive retail buildings situated around Soldiers Field Place.

The Proposed Project will be constructed as a six-story residential market rate development that will include ground-floor amenity space and parking for fifty vehicles. The building will be ideally situated within close proximity to several bus routes and the Boston Landing T Station, making it convenient for future resident commuters. The Project directly abuts Portsmouth Park (Murray Field) and is a short walk to McKinney Park, which will give residents of the building access to usable open green space to utilize. The Project will be walking distance to many neighborhood shops and restaurants that will service the new residents of the development and will contribute to the local economy.

The Developers are proposing a residential project that will include fifty-three residential condominium units and parking onsite. The units will have a variety of different sizes and bedrooms, which will accommodate Brighton's diverse and growing population. The units will be comprised of twenty studios, twenty-two one-bedroom units, and twelve two-bedroom units. Thirty-nine of the units will have private exterior decks and there will be a common deck on the sixth floor, which will provide residents with outdoor space. The Developers understand that parking is always a concern to the neighborhood residents, and therefore are proposing a ground level interior semi-automated parking system which will house forty-eight parking spaces with an additional two handicap parking spaces for a total of fifty parking spaces. Additionally, an interior bike room will be provided which will house fifty-four bike parking spaces, which will encourage residents to use alternative means of transportation. The Proposed Project's proximity to the Boston Landing MBTA station and bus lines will minimize community impact from resident/patron parking from the Proposed Project.

The Proposed Project will also include a variety of feature spaces to provide the residents with convenience and amenities. These spaces will include a seating and coffee area, a meeting and work share room, a gym and yoga room, a pet wash station, a bike repair and parking room, which will have direct access outside, a dog run area, and a common amenity space and deck on the sixth floor.

The Proposed Project is subject to Small Project Review under Article 80B of the Boston Zoning Code. In parallel with this application, the Proposed Project will seek zoning relief from the Boston Zoning Code at the Boston Zoning Board of Appeal related to the size and change of use of the land and structures that currently sit on them.

The Proposed Project will completely revitalize this section of Leo M. Birmingham Parkway, and will bring necessary residential housing to an underutilized corridor. The site is attractive due to its proximity to public transportation and all of the many shops and restaurants along Market Street, Washington Street, and Arsenal Street.

**Table 1-1. Approximate Project Dimensions of 50-56 Leo M. Birmingham Parkway**

<b>Lot Area:</b>	16,380 sq. ft.
<b>Gross Square Feet:</b>	48,645 sq. ft.
<b>FAR:</b>	2.96
<b>Floors:</b>	6 stories
<b>Height:</b>	69'

## 2.0 GENERAL INFORMATION

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### 2.1 Project Schedule

Project Schedule: 50-56 Leo M. Birmingham Parkway Project	
Construction Commencement:	Fall 2019
Construction Completion:	Winter 2020
Status of Project Design:	Schematic

### 2.2 Project Proponent

City Realty is an innovative, community-focused real estate services company focused on providing high quality, affordable homes in neighborhoods across the City of Boston. Founded in 2004 by managing partners Fred Starikov and Steve Whalen, City Realty has spent over 15 years as a valued community partner, setting the standard for what a property management and development company can be. City Realty has a long track record of working collaboratively with the community to activate previously dormant or underutilized properties and help contribute to the vibrancy of the neighborhood.

In addition to its efforts to provide exceptional, newly constructed apartments and condominiums to people of all backgrounds and income levels, City Realty has been a leading force in upgrading some of the city's aging, hazardous properties. To date, City Realty has renovated and de-leaded over a thousand units, converting them into safe, habitable places families can be proud to call home.

City Realty has also worked tirelessly to give to the communities it serves through its non-profit, City Kids. City Kids was created to help the next generation achieve its full potential by providing unique experiences, educational resources and personal development opportunities to youth education programs, both in Boston and around the world. By partnering with established local youth organizations, City Kids looks to support the people already doing great work and provide them with whatever they need to achieve their goals, whether it be an annual Surf Camp, free yoga lessons, a summer jobs program or the donation of over 1,000 laptops.

### 2.3 Public Benefits

The Proposed Project will provide substantial benefits to the City of Boston and the Brighton community. The Proposed Project will generate both direct and indirect economic and social benefits to the Brighton neighborhood. The Proposed Project provides for:

- Creating much needed market rate residential housing in the Brighton Neighborhood.

- Creating on-site affordable home ownership units, which will meet the Boston Redevelopment Authority affordable housing standards.
- Revitalizing two underutilized parcels and replacing the current outdated two-story mixed-use building with a modern and energy efficient residential building.
- Developing a housing project which will complement a public park.
- Constructing a building that will incorporate open space in the form of decking and terraces, and energy efficient appliances, which will result in a high LEED standard for the Project.
- Constructing a ground level parking facility that will accommodate parking spaces for the unit residents.
- Encouraging alternative modes of transportation through the use of bicycling and walking, due to the close proximity of the bus lines and the MBTA at Boston Landing Station; and the high number of bicycle stations on the ground floor.
- Creating a dedicated bike room for storage of bikes within the building to encourage bicycling as a mode of transportation, allowing for less vehicular traffic.
- Adding revenue in the form of property taxes to the City of Boston.
- Creating temporary construction and labor jobs.

## 2.4 Compliance with Boston Zoning Code – Use and Dimensional Requirements

The Site is located in a Community Commercial Subdistrict (CC-1) in the Brighton Neighborhood District, Article 51 of the Boston Zoning Code (the "Code"). (See **Table 2.1 50-56 Leo M. Birmingham Parkway – Zoning Compliance**). Multi-family dwellings are a Conditional Use under Article 51, Table B. Therefore, a Use Variance would need to be obtained from the City of Boston Zoning Board of Appeal. The Proposed Project also seeks relief from several requirements of the existing zoning outlined in Article 51. The proposed structure exceeds the maximum allowable floor-area-ratio ("FAR"). It also exceeds the height limitations for the district and will require relief from the Zoning Board of Appeal.

For a project of this size, 2.0 parking spaces would be required per dwelling unit and a loading space would be required. Therefore, per Code, one hundred and six parking spaces would be required. Additional Variances would be required for the parking and loading violations.

Despite the need for Variances, the design team feels that given this location, the size of the lot, and the structures influencing the design, as well as comparable developments in the neighborhood, that the proposed building's height, mass and scale are appropriate for this location and conducive to the Brighton neighborhood.



**Table 2.1. 50-56 Leo M. Birmingham Parkway - Zoning Compliance**

<b>Categories</b>	<b>Community Commercial Subdistrict</b>	<b>Proposed Project</b>
Minimum Lot Area (Square Feet)	None	16,380 S.F.
Floor Area Ratio	1.0	2.96
Minimum Lot Width	None	97.14'
Minimum Lot Frontage	None	97.14'
Minimum Front Yard	None	6'7"-8'2"
Minimum Side Yard	None	5'6"/16'
Minimum Rear Yard	20'	21'
Maximum Building Height	35'	69'
Minimum Useable Open Space Per Dwelling Unit (Square Feet)	50 S.F. Per Unit	139 S.F. Per Unit
Off-Street Parking Spaces	2.0 Spaces Per Unit (106)	50 Spaces

## 2.5 Public Review Process and Agency Coordination

The 50-56 Leo M. Birmingham Parkway development team has provided extensive community outreach efforts for the Proposed Project, including community meetings in the Brighton neighborhood, and presentations before the elected officials. As part of the process, the development team has held an abutter's meeting to explain the Project to surrounding neighbors that will be directly impacted during and after construction. The Proponent received positive feedback from the neighbors, and has made design changes accordingly. The development team also appeared multiple times before the Brighton-Allston Improvement Association.

The development team has also met individually with all of Brighton's elected officials and their staff members, including: Representative Kevin Honan, City Councilor Mark Ciommo, and Mayor's Office of Neighborhood Services Liaisons for Brighton, Warren O'Reilly and Conor Newman. Brighton's elected officials have had input during the community outreach process, and have had staff presence at all community meetings.

The Proponent has also discussed the Proposed Project with representatives of the City of Boston Parks and Recreation Department and the Boston Planning and Development Agency ("BPDA") prior to filing this Briefing Package in order to identify issues/concerns as well as design requirements related to the Proposed Project. Meetings have been held with the BPDA's planners and urban design staff, and the Project design has changed based upon the feedback received.

The Proponent will continue to meet with public agencies, neighborhood representatives, local business organizations, abutting property owners, and other interested parties, and will follow the requirements of Article 80 pertaining to the public review process.

## 3.0 URBAN DESIGN AND SUSTAINABILITY

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### 3.1 Site and Surroundings

The Project Site is located on Leo M. Birmingham Parkway between Lincoln Street and Western Avenue, in the Brighton Neighborhood of Boston. The site combines two parcels with a total area of approximately 16,380 square feet. The site is currently occupied by a two-story mixed-used building with commercial space at grade and residential units above. A paved parking lot is located at the rear of the building accessed by a curb-cut and driveway to the North of the site. A shared private way is located to the south. As part of this proposal the two-story building will be demolished and the curb-cut to the North of the site will be closed.

The surrounding neighborhood is a mixture of residential, institutional, light industrial, commercial office and retail uses. A two-story State Police barracks is located at 46-48 Leo M. Birmingham Parkway on the abutting parcel to the north. To the south at 58 Leo M. Birmingham Parkway across the private way is a three-story multifamily residential building. Along Leo M. Birmingham Parkway is mixture of existing commercial and office buildings ranging from two to four stories as well as two new multifamily residential developments, 530 Western Ave, six-stories (under construction) and 70 Leo M. Birmingham Parkway six-stories (Boston Planning & Development Agency Board approved). The Portsmouth Street Playground, also known as Murray Field, abuts the property to the rear with various single and multi-family dwellings along Portsmouth and Lothrop Streets surrounding the park. Across Leo M. Birmingham Parkway are various light industrial, office and automotive retail buildings situated around Soldiers Field Place. Northwest from the site is the Charles River, Soldier's Field Road and the Paul Dudley White Bike Path. For existing site pictures see **Appendix B**.

### 3.2 Building Design

The proposed building is sixty-nine feet and six stories in height, consisting of fifty-three multi-family residential units. Parking will be accessed via the shared Private Way to the south of the building and contain a total of fifty total spaces, forty-eight of which will be housed in a semi-automated parking system with two handicap surface spaces. An interior bike parking area will be located on the ground level accommodating fifty-four bikes with an attached bike repair station. Additionally, various amenity spaces including a gym/yoga room, meeting and open workspace and seating area will be located along the front façade activating the streetscape.

The upper floors of the building will house a mixture of studio, one, and two-bedroom units. A common amenity space with common roof deck will be located on the sixth floor overlooking the Portsmouth Playground. The massing of the building tapers down from six stories along Leo Birmingham Parkway stepping down at the rear to four stories at the rear façade overlooking the playing field to the rear. For renderings of the proposed Project, please see **Appendix C**.

### 3.3 Shadow Study

As typically required by the BPDA, a shadow impact analysis was conducted to investigate shadow impacts from each proposed building during four time periods (9:00 a.m., 12:00 noon, 3:00 p.m. and 6:00 p.m.) during the Winter Solstice (December 21), Summer Solstice (June 21), Autumnal Equinox (September 21), and Vernal Equinox (March 21).

The shadow analysis presents the existing shadows and new shadows that would be created by the proposed project, illustrating the incremental impact of the project. The analysis focuses on nearby open spaces, sidewalks & streets, and buildings that are in the vicinity of the project site. Shadows have been determined using the applicable Altitude and Azimuth data for Boston. Figures showing the net new shadow from the project are provided in Figures SS1 to SS4 at the end of this section. See **Appendix E** for the complete Shadow Study.

#### Winter Solstice (December 21)

The winter solstice creates the least favorable conditions for sunlight in New England. The sun angle during the winter is lower than in any other season, causing the shadows in urban areas to elongate and be cast onto large portions of the surrounding area.

At 9:00 a.m. during the Winter Solstice, new shadows from the project will be cast to the northwest onto Leo M. Birmingham Parkway and Soldiers Field Road and their respective sidewalks. New shadows will also be cast onto the side yard parking area and the southern wall of the existing building at 46 Leo M. Birmingham Parkway.

At 12:00 p.m., new shadows from the project will be cast to the north onto Leo M. Birmingham Parkway, its sidewalks, and the front yard, entryway, side yard parking area, rear yard parking area, and southern wall of the existing building at 46 Leo M. Birmingham Parkway.

At 3:00 p.m., new shadows from the project will be cast to the northeast onto Lothrop Street and Waverly Street and their respective sidewalks as well as the property at 77 Lothrop Street and the existing parking lots at 30 Leo M. Birmingham Parkway and 15 Waverly Street.

At 6:00 p.m., the entirety of the site's immediate context is already in shadow, due to existing conditions.

#### Summer Solstice (June 21)

At 9:00 a.m. during the Summer Solstice, new shadows from the project will be cast onto Leo M. Birmingham Parkway and the sidewalk to the west of the proposed building along Leo M. Birmingham Parkway.

At 12:00 p.m., new shadows from the project will be cast to the north and is limited to site's side yard, and the existing parking lot at 46 Leo M. Birmingham Parkway.

At 3:00 p.m., shadows are cast northwest limited to the site's side yard with some shadow extending to the west on the upper northwestern portion of Murray Field, however this portion of the field already experiences shadow at this time due to existing site trees.

At 6:00 p.m., new shadows from the project will be cast to the east onto a portion of the proposed building's site and the northern portion of Murray Field.

#### Autumnal Equinox (September 21)

At 9:00 a.m. during the Autumnal Equinox, new shadows from the project will be cast onto the side yard parking area of the existing building at 46 Leo M. Birmingham Parkway as well as onto Leo M. Birmingham Parkway and the associated sidewalk in front of the proposed building.

At 12:00 p.m., new shadows from the project will be cast to the north partially onto the southern side of the existing building at 46 Leo M. Birmingham Parkway and the existing side yard parking area.

At 3:00 p.m., new shadows from the project will be cast to the northeast onto the existing parking areas at the side and rear of 46 Leo M. Birmingham Parkway as well as the side yard at 77 Lothrop Street.

At 6:00 p.m., the majority of the site's immediate context is already in shadow, due to existing conditions, however the proposed building would add some additional shadow to the northern portion of Murray Field and the roofs of 17, 21, and 23 Portsmouth Street.

#### Vernal Equinox (March 21)

At 9:00 a.m. during the Vernal Equinox, new shadows from the project will be cast onto the side yard parking area of the existing building at 46 Leo M. Birmingham Parkway as well as onto Leo M. Birmingham Parkway and the associated sidewalk in front of the proposed building.

At 12:00 p.m., new shadows from the project will be cast to the north partially onto the southern side of the existing building at 46 Leo M. Birmingham Parkway and the existing side yard parking area.

At 3:00 p.m., new shadows from the project will be cast to the northeast onto the existing parking areas at the side and rear of 46 Leo M. Birmingham Parkway as well as the side yard at 77 Lothrop Street and a small portion of the northeastern corner of Murray Field, however this portion of the field already experiences shadow at this time due to existing site trees.

At 6:00 p.m., the majority of the site's immediate context is already in shadow, due to existing conditions, however the proposed building would add some additional shadow to the northern portion of Murray Field and the roofs of 17, 21, and 23 Portsmouth Street.

#### Conclusions

The shadow impact analysis looked at net new shadow created by the project during sixteen time periods. New shadows from the project will be mostly limited to the adjacent buildings

along Leo M. Birmingham Parkway and Lothrop Street and their respective sidewalks. The shadows cast by the proposed building will have a minimal impact on its immediate context due to the step-back in massing of the fifth and sixth floors of the building.

### 3.4 Urban Design Concept

The proposed project seeks to enhance the public realm along Leo M. Birmingham Parkway by demolishing the existing structure and setting the new building back six feet from the front property line. The setback allows the site to now comply with Boston Complete Streets Guidelines with a four-foot landscape buffer along Leo M. Birmingham Parkway, a minimum sidewalk width of 7 foot 10 inches and a 3-foot landscape planting area in front of the building. This setback is also in line with the other proposed projects at 530 Western Ave. and 70 Leo Birmingham Pkwy setting the stage for a future street wall condition. Furthermore, building amenity spaces have been located at the ground floor along Leo M. Birmingham Parkway to activate the façade on the street level.

The proposed projects will consolidate the two existing curb cuts on the site by eliminating the private drive to the north of the site and planning parking access from the shared Private Way to the south. Along the property line to the north will be a private walkway with access to the building's bike parking and repair area as well as a dog run area for building residents. At the south a new public access point for the Portsmouth Playground will be constructed connecting Leo M. Birmingham Parkway.

The building will be six-stories and sixty-nine feet at its highest elevation along Leo M. Birmingham Parkway. As the building extends back towards Portsmouth Playground it steps down once at the sixth floor and again at the fifth floor so that the elevation of the building facing the park is four stories. This mitigates the perceived height from Portsmouth Playground and minimizes the shadows cast on the field. The building will also have a twenty-one foot rear setback providing a landscape buffer between the new building and the park. Existing mature trees along the rear property line have been surveyed and will be preserved as part of this proposal.

### 3.5 Materials and Finishes

The building will look to use a mixture of contemporary and traditional materials that reference the other buildings in the neighborhood. Large format fiber cement panels in a vertical orientation express bays along the front and side façades housing decks which erode the overall form. The inset decks will be clad in horizontal cedar siding adding warmth to the building exterior and will age over time with the building. Terra-cotta panels referencing the color of the Samia building at 60 Leo Birmingham Parkway will tie the building into the context along the street while not trying to mimic what is existing. At the step backs on the sixth-floor horizontal clapboard siding will help to minimize the mass of the building while also referencing the vernacular.

Large glazed openings on the lower level facing Leo M. Birmingham Parkway will provide a connection between the street and the building amenity spaces within. On the upper levels the fenestration will be casement windows to provide ample light and air for the units while tying into the proposed projects in the vicinity. All building materials will be sustainable sourced and environmentally friendly when possible.

### 3.6 Urban Design Drawings

The Proposed Project's urban design drawings and perspectives are contained in **Appendix A** and include:

- Utility Site Plan
- 1.1 Proposed Floor Plans - Ground Floor Plan
- 1.2 Proposed Floor Plans – Typical Floor Plan (Floors 2-4)
- 1.3 Proposed Floor Plans – Fifth Floor
- 1.4 Proposed Floor Plans – Sixth Floor
- 2.1 Proposed Elevations – Leo M. Birmingham (Front) Elevation
- 2.2 Proposed Elevations – Murray Field (Rear) Elevation
- 2.3 Proposed Elevations – North (Left) Elevation
- 2.4 Proposed Elevations – South (Right) Elevation

## 4.0 GEOTECHNICAL INFORMATION

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A geotechnical investigation was performed at the site consisting of three borings. The test bores were advanced to depths of twenty-two to twenty-seven feet utilizing four-inch hollow stem augers. Soil samples were typically retrieved at no greater than five-foot intervals with a two-inch diameter split-spoon sampler. Standard Penetration Tests were performed at the sampling intervals in general accordance with ASTM-D1586. Field descriptions and penetration resistance of the soils encountered, observed depth to groundwater and other pertinent data are contained on the attached Test Boring Logs. See **Appendix F** for the complete Geotechnical Report.



## 5.0 ADDITIONAL PROJECT INFORMATION

### 5.1 Preliminary List of Permits or Other Approvals Which May Be Sought

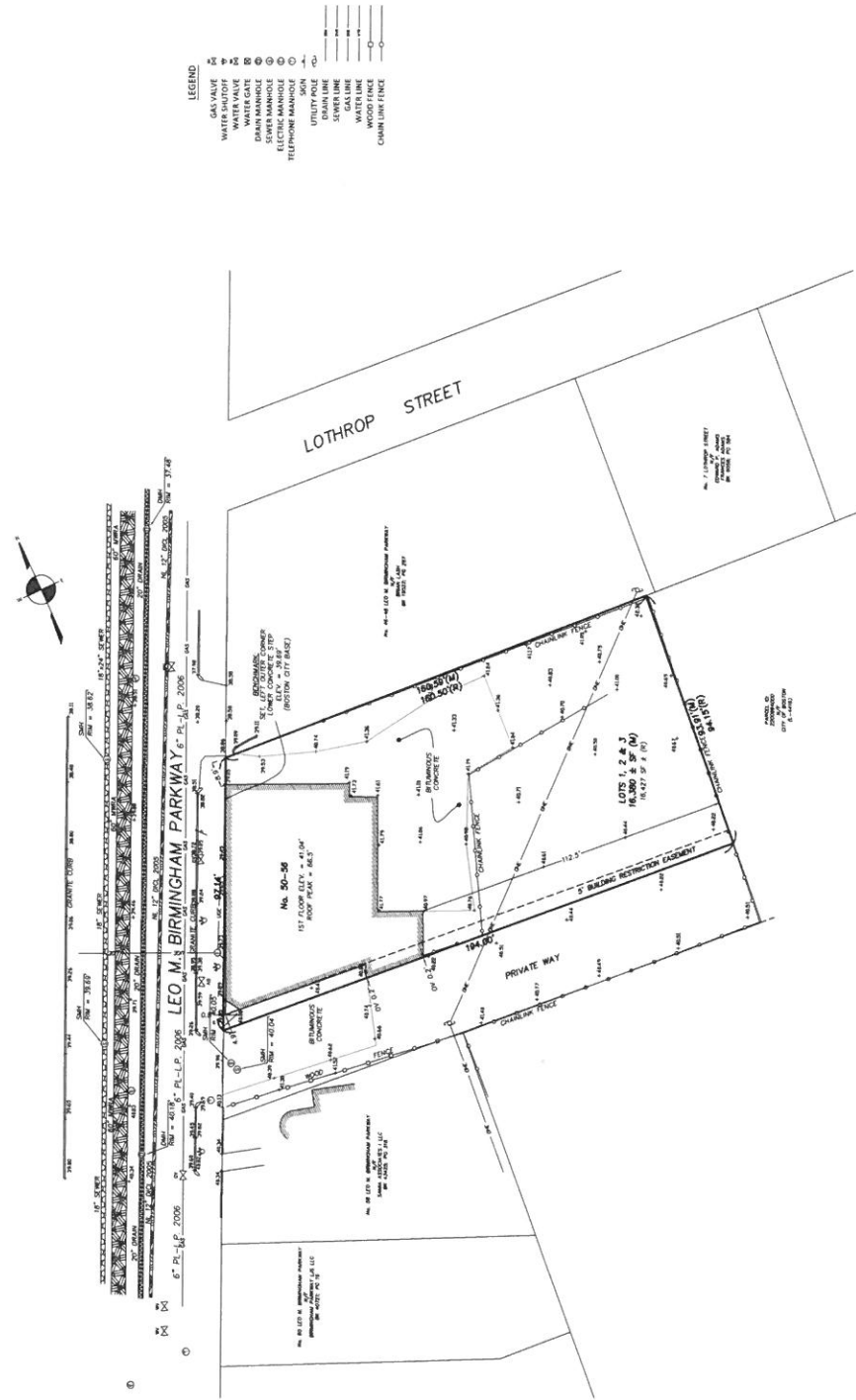
Agency Name	Permit or Action*
<b>Local Agencies</b>	
Boston Planning & Development Agency	Article 80 Review and Execution of Related Agreements; Section 80B-6 Certificate of Compliance
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works, Public Improvement Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Other
Boston Zoning Board of Appeals	Possible Variances and Dimensional Relief from Existing Zoning Code Requirements
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer	Approval for Sewer and Water Connections; Construction Site Dewatering; and Storm Drainage
Boston Parks Department	Approval for Site Location in Relation to Nearby Parks
Boston Department of Inspection Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits

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

## 5.2 Project Team

Project Name: 50-56 Leo M. Birmingham Pkwy		Project Team Information
Property Owner / Developer	City Realty Group, LLC 320 Washington Street Brookline, MA 02445  Fred Starikov, <a href="mailto:Fred.Starikov@cityrealtyboston.com">Fred.Starikov@cityrealtyboston.com</a> Steve Whalen, <a href="mailto:Steve.Whalen@cityrealtyboston.com">Steve.Whalen@cityrealtyboston.com</a>	
Article 80 Permitting Consultant / Legal Counsel / Outreach	Drago & Toscano, LLP 15 Broad Street, Suite 610 Boston, MA 02109  Jeffrey Drago, Esq., <a href="mailto:Jdrago@dtlawllp.com">Jdrago@dtlawllp.com</a> Matthew Eckel, Esq., <a href="mailto:Matt@dtlawllp.com">Matt@dtlawllp.com</a>	
Architect	Embarc Studio 60 K Street, 3 <sup>rd</sup> Floor Boston, MA 02127  Dartagnan Brown, <a href="mailto:dbrown@embarcstudio.com">dbrown@embarcstudio.com</a> Dan Artiges, <a href="mailto:dartiges@embarcstudio.com">dartiges@embarcstudio.com</a>	
Geotechnical Engineer	KMM Geotechnical Consultant, LLC 7 Marshall Road Hampstead, NH 03841  Kevin Martin, <a href="mailto:kevinmartinpe@aol.com">kevinmartinpe@aol.com</a>	

**UTILITY SITE PLAN**  
 LOCATED AT  
**50-56 LEO M. BIRMINGHAM PARKWAY**  
 BRIGHTON, MA



I CERTIFY THAT THIS PLAN WAS MADE FROM AN INSTRUMENT SURVEY ON THE GROUND ON THE DATE OF JULY 6, 2015 AND ALL STRUCTURES ARE LOCATED AS SHOWN HEREON. ALL UTILITY NAMES REFER TO CURRENT CITY OF BOSTON ASSESSOR'S RECORDS AND/OR CURRENT RECORDS AVAILABLE AT THE REGISTER OF DEEDS. THE DIMENSIONS SHOWN ON THIS PLAN ARE RELATIVE TO BOSTON CITY BASE AND WERE OBTAINED FROM THE BOSTON CITY ASSESSOR'S RECORDS.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL AT BOSTON, MASSACHUSETTS, ON SEPTEMBER 23, 2009.

**BENCHMARK:**  
 317 387.1 FT. OUTER CORNER LOWER CONCRETE STEP,  
 ELEVATION = 39.09 (BOSTON CITY BASE)

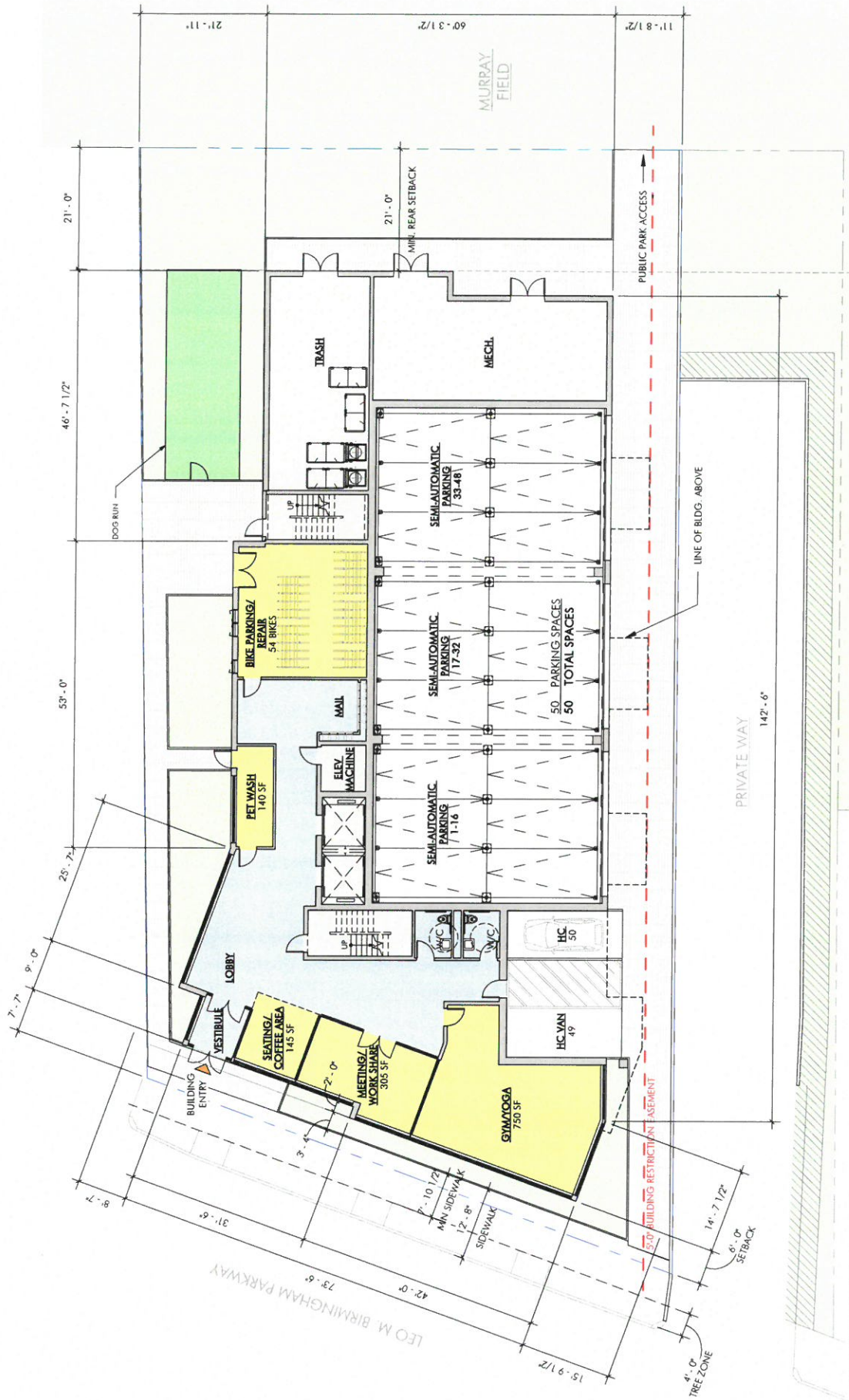
UNDERGROUND UTILITIES ARE BASED UPON AN ACTUAL FIELD SURVEY AND INFORMATION OBTAINED FROM THE BOSTON CITY ASSESSOR'S RECORDS AND/OR CURRENT RECORDS AVAILABLE AT THE REGISTER OF DEEDS. THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ONE'S SELF PRIOR TO ANY EXCAVATIONS, ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) MAPS, THE ZONE MAP, AND THE BOSTON CITY ASSESSOR'S RECORDS AND/OR CURRENT RECORDS AVAILABLE AT THE REGISTER OF DEEDS.

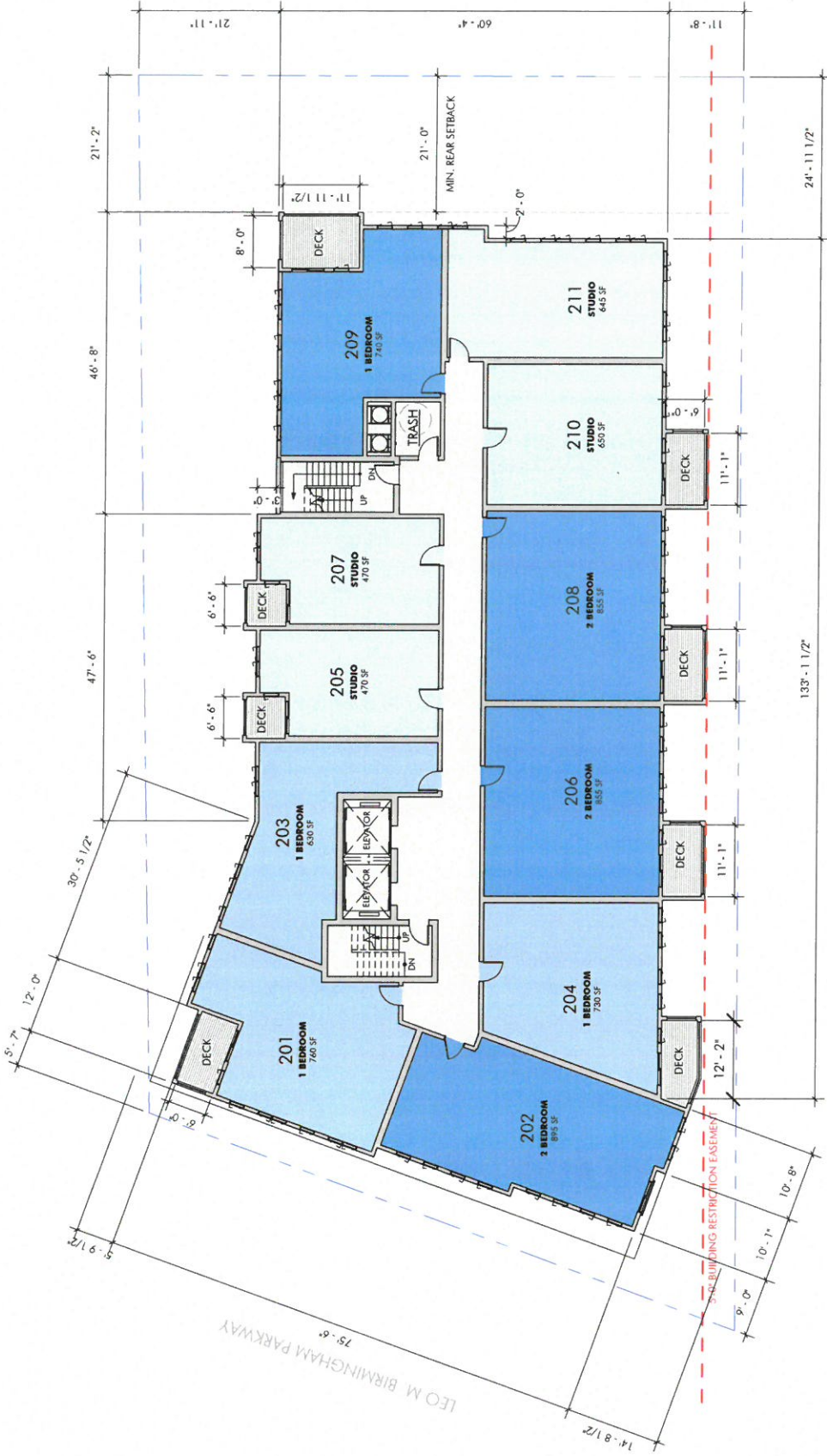
**EFFECTIVE DATE:** SEPTEMBER 23, 2009

**NOTES:**  
 1. CITY REAL ESTATE DEVELOPMENT CORP.  
 210 WASHINGTON STREET SUITE 317  
 BOSTON, MA 02108  
 OWNER OF RECORD:  
 LINDA P. BIRNBAUM  
 BOSTON, MA  
 DEED BK 41096, PG 255  
 PLAN BK 4021, PG 310  
 BK 42462, PG 87  
 BK 42463, PG 340  
 ECC 5813 A  
 ECC 5817 A

**NOTE:**  
 PARCEL ID: 210084000 & 210084500







# EMBARC

## TYPICAL FLOOR PLAN FLOORS 2-4

50 LEO M. BIRMINGHAM PKWY  
BRIGHTON 02135  
FEBRUARY 6, 2019



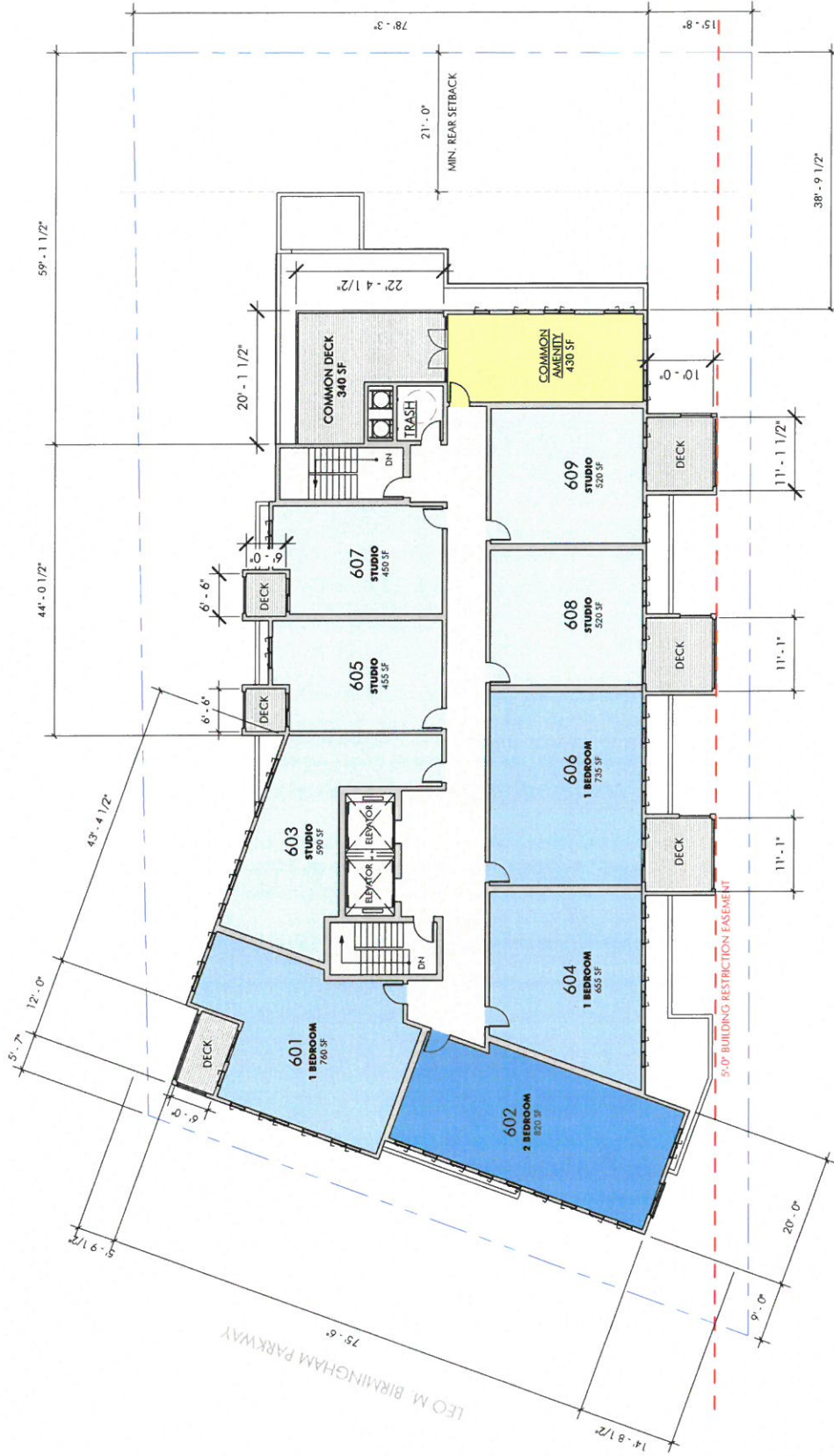
# 1.2

copyright: EMBARC Studio, LLC. C:\Users\securita\Documents\17035\_50 Leo Birmingham Pkwy\_SD\_acurfilembarcstudio.net



LEO M. BIRMINGHAM PARKWAY  
75.6'





**SIXTH FLOOR PLAN**

SCALE: 1/16" = 1'-0"

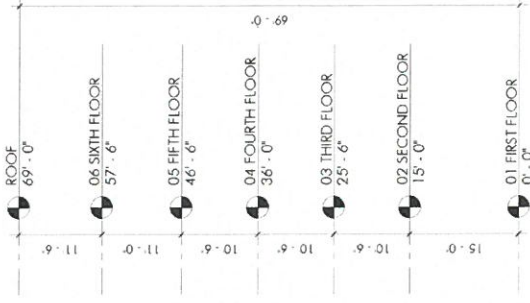


50 LEO M. BIRMINGHAM PKWY  
BRIGHTON 02135  
FEBRUARY 6, 2019

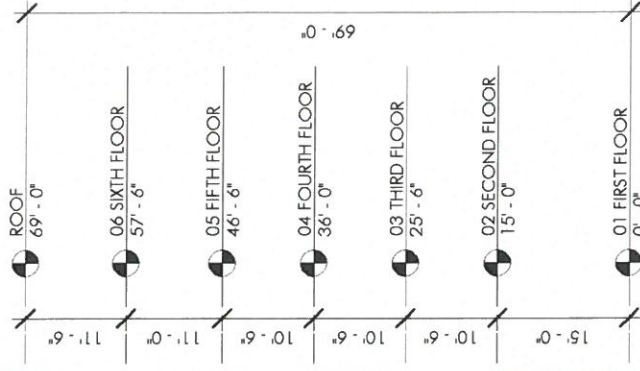
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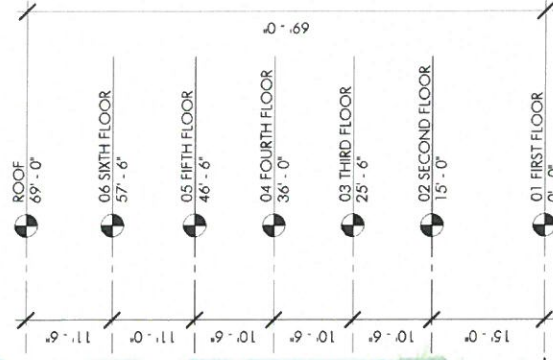
**EMBARC**

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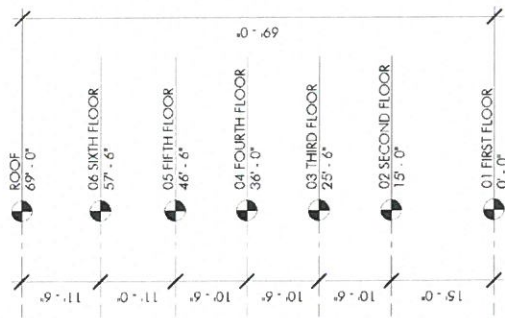


**NORTH ELEVATION**

**2.3**

50 LEO M. BIRMINGHAM PKWY  
BRIGHTON 02135  
FEBRUARY 6, 2019

**EMBARC**



**SOUTH ELEVATION**



50-56 Leo M. Birmingham Parkway (Existing Conditions)



View Down Leo M. Birmingham Parkway



View Up Leo M. Birmingham Parkway



Brighton State Police Barracks – 46 Leo M. Birmingham Parkway

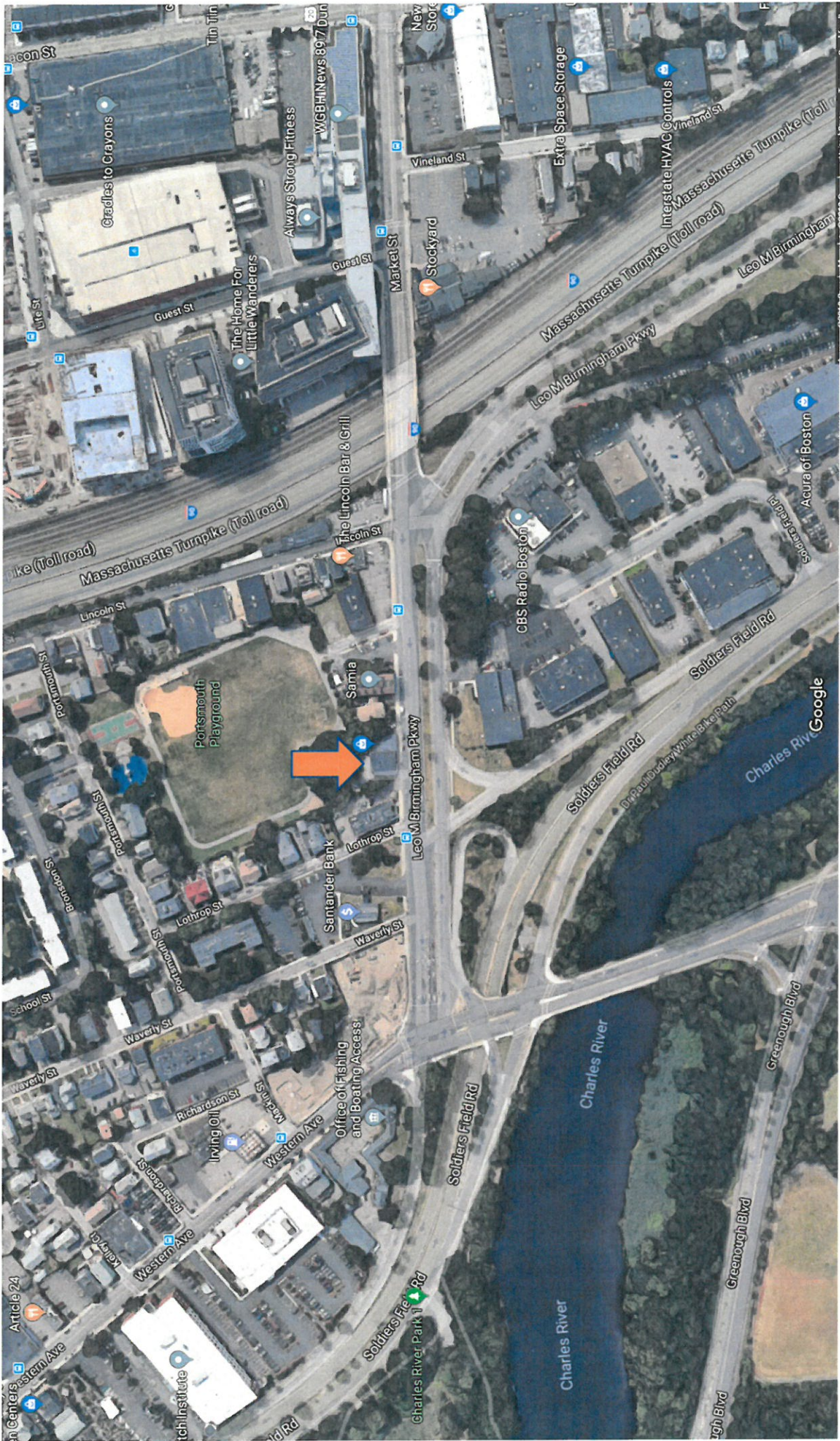


530 Western Avenue (Proposed Rendering)

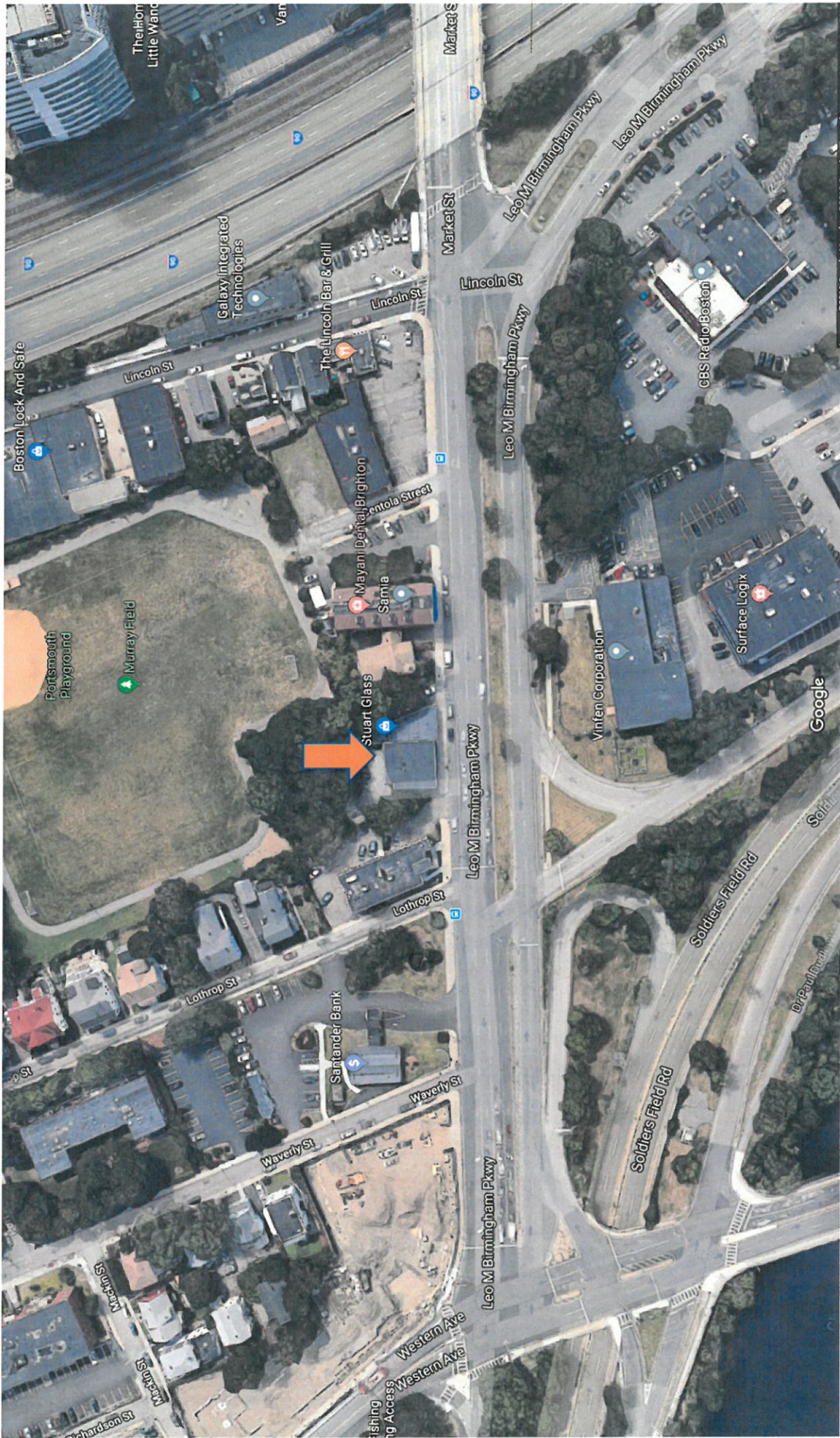




70 Leo M. Birmingham Parkway (Proposed Rendering)



Aerial View – 50 Leo M. Birmingham Parkway



Aerial View – 50 Leo M. Birmingham Parkway



**EMBARC**

**VIEW FROM LEO M. BIRMINGHAM PARKWAY**

50 LEO M. BIRMINGHAM PKWY  
BRIGHTON 02135

FEBRUARY 6, 2019

**3.1**



**VIEW FROM MURRAY FIELD**

50 LEO M. BIRMINGHAM PKWY  
BRIGHTON 07135

FEBRUARY 6, 2019

**3.2**

**EMBARC**



**BOSTON COMPLETE STREETS**  
 Leo Birmingham Highway is in Neighborhood Connector Street

Frontage Zone	Minimum	Preferred	Leg Birm Hwy
0'	4'-4"	7'-10"	4'-4"
5'	1'-6"	5'-4"	5'
6'	6'	6'-6"	6'
15'-8"	7'	12'-8"	12'-8"

Minimum Leg Birm Hwy  
 0' 4'-4" 7'-10" 5' 6' 6' 15'-8"

Frontage Zone  
 0' 5' 6' 15'-8"

Minimum Leg Birm Hwy  
 0' 4'-4" 7'-10" 5' 6' 6' 15'-8"

Frontage Zone  
 0' 5' 6' 15'-8"

Minimum Leg Birm Hwy  
 0' 4'-4" 7'-10" 5' 6' 6' 15'-8"

**PROPOSED PLANT LIST**

SYM #	LATIN NAME	COMMON NAME	SIZE	NOTES	SHRUBS
CR 3	Quercus rubra	Red Oak	3" cal B&B	Native	Azalea 'Northern Highlight' Aster 'Golden Light' Aster 'White Light' Rhus typhina 'Dissecta'
LT 1	Liriodendron tulipifera	Tulip Tree	3" cal B&B	Native	
PS 2	Pinus strobus	White Pine	8-10' Ht	Native	
UA 4	Ulmus americana	American Elm 'Prostratus'	2-2.5' Ht	Native Cultivar	

**PERENNIALS/GROUNDCOVERS**

SYM #	LATIN NAME	COMMON NAME	SIZE	NOTES
ah	Anemone tuberosa	Flamingo Anemone	5 gal	
at	Asplenium platyneuron	Asplenium	5 gal	
ch	Chamaenerion angustifolium	Red Top	5 gal	
cl	Clematis recta	Clematis		
dp	Dracopis acaulis	Dracopis		

**PERENNIALS/GROUNDCOVERS**

SYM #	LATIN NAME	COMMON NAME	SIZE	NOTES
ah	Anemone tuberosa	Flamingo Anemone	5 gal	
at	Asplenium platyneuron	Asplenium	5 gal	
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cl	Clematis recta	Clematis		
dp	Dracopis acaulis	Dracopis		

**PERENNIALS/GROUNDCOVERS**

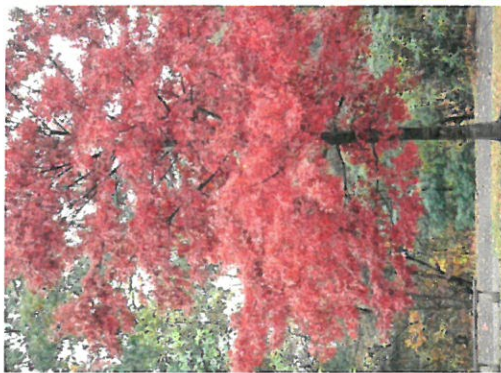
SYM #	LATIN NAME	COMMON NAME	SIZE	NOTES
ah	Anemone tuberosa	Flamingo Anemone	5 gal	
at	Asplenium platyneuron	Asplenium	5 gal	
ch	Chamaenerion angustifolium	Red Top	5 gal	
cl	Clematis recta	Clematis		
dp	Dracopis acaulis	Dracopis		

**EMBARC**

**VERDANT**  
 LANDSCAPE ARCHITECTURE

ILLUSTRATIVE LANDSCAPE PLAN  
 50 LEO M. BIRMINGHAM PKWY  
 BRIGHTON 02135

NOVEMBER 14, 2018



Red Oak\*  
Quercus rubra



Tulip tree\*  
Liriodendron tulipifera



White Pine\*  
Pinus strobus



American Elm\*  
Ulmus americana



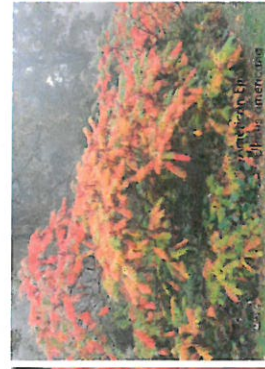
Goatsbeard  
Anemone



Bugbane  
Cimicifuga



Hoy-scented Fern\*  
Dennstaedtia punctilobula



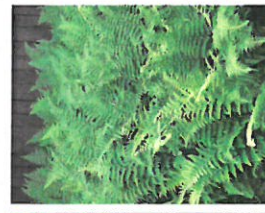
Aromatic Aster  
Symphyotrichum oblongifolium



Meadow Rue\*  
Thalictrum 'Black Stockings'



Switchgrass  
Panicum virgatum



Reed Grass  
Calamagrostis brachyrycha



Yellow Coneflower  
Rhus typhina



Threadleaf Bluestar  
Liatris scariosa



Light Pink Ailanthus  
Ailanthus altissima

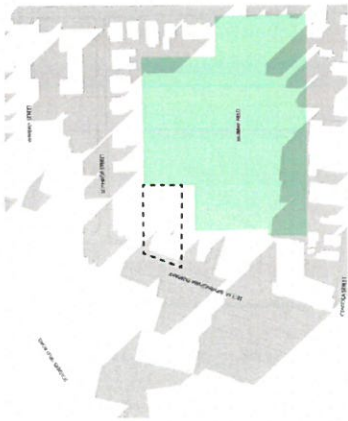
50 LEO BIRMINGHAM PARKWAY  
PROPOSED PLANT LIST  
SYM # LATIN NAME  
STREET TREES  
QR 3 Quercus rubra  
TREES  
LT 1 Liriodendron tulipifera  
PS 2 Pinus strobus  
UA 4 Ulmus americana  
SHRUBS  
AZ 6 Azalea 'Northern Highlights'  
AZ 6 Azalea 'Golden Lights'  
AZ 7 Azalea 'Mandarin Lights'  
RT 2 Rhus typhina 'Dissecta'

COMMON NAME	SIZE
Red Oak	3" cal. B&B
Tulip tree	3" cal. B&B
White Pine	8-10' H.
American Elm 'Princeton'	2.2.5'B&B
Northern Highlights Azalea	5 gal.
Golden Lights Azalea	5 gal.
Mandarin Lights Azalea	5 gal.
Culleat Sumac	

PERENNIALS/GROUNDCOVERS  
ah 32 Anemone huibrida  
as 50 Ailanthus 'Visions in Pink'  
ar 15 Anemone 'Horatio'  
db 30 Calamagrostis brachyrycha  
c 13 Cimicifuga simplex 'Atropurpurea'  
dp 24 Dennstaedtia punctilobula  
ep 30 Echinacea paradoxa  
so 26 Symphyotrichum oblongifolium  
pv 14 Panicum virgatum  
po 39 Polygonatum odoratum 'Variegatum'  
pa 35 Polystichum acrostichoides  
th 27 Thalictrum 'Black Stockings'

Threadleaf Bluestar (30" tall)	2 gal.
Light Pink Ailanthus (24" tall)	
Goatsbeard (40" tall)	
Reed Grass (42" tall)	
Bugbane (4" tall)	pot
Hoy-scented Fern	
Yellow Coneflower (30" tall)	
Aromatic Aster (24" tall)	
Switchgrass (42" H.)	
Fragrant Solomon's Seal (2' tall)	
Christmas Fern (1' tall)	
Meadow Rue (4' tall)	

\* = NATIVE



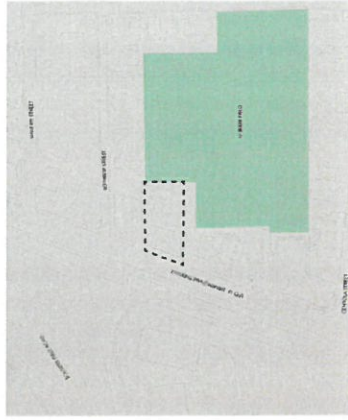
EXISTING WINTER SOLSTICE - 9:00 AM



EXISTING WINTER SOLSTICE - 12:00 PM



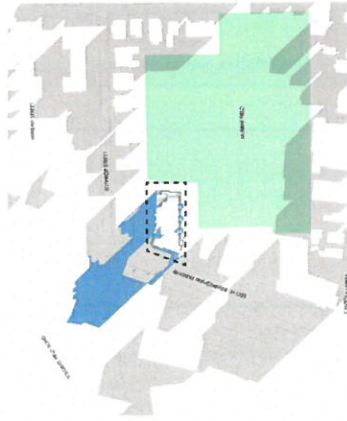
EXISTING WINTER SOLSTICE - 3:00 PM



EXISTING WINTER SOLSTICE - 6:00 PM

**EXISTING**

EXISTING SHADOW



PROPOSED WINTER SOLSTICE - 9:00 AM

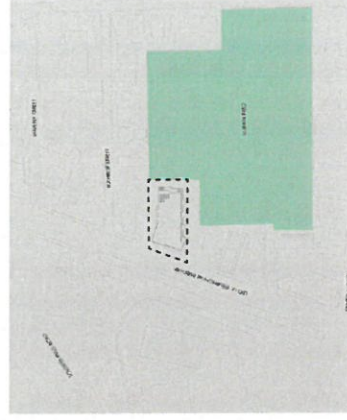
**PROPOSED**



PROPOSED WINTER SOLSTICE - 12:00 PM



PROPOSED WINTER SOLSTICE - 3:00 PM



PROPOSED WINTER SOLSTICE - 6:00 PM

EXISTING SHADOW

ADDITIONAL SHADOW







EXISTING SUMMER SOLSTICE - 9:00 AM



EXISTING SUMMER SOLSTICE - 12:00 PM



EXISTING SUMMER SOLSTICE - 3:00 PM



EXISTING SUMMER SOLSTICE - 6:00 PM

**EXISTING**

EXISTING SHADOW



PROPOSED SUMMER SOLSTICE - 9:00 AM



PROPOSED SUMMER SOLSTICE - 12:00 PM



PROPOSED SUMMER SOLSTICE - 3:00 PM



PROPOSED SUMMER SOLSTICE - 6:00 PM

**PROPOSED**

EXISTING SHADOW

ADDITIONAL SHADOW

**EMBARC**

**SHADOW STUDIES**  
SUMMER SOLSTICE

50 LEO M. BIRMINGHAM PKWY  
BRIGHTON 02135  
FEBRUARY 6, 2019



**SS2**



EXISTING AUTUMNAL EQUINOX - 9:00 AM

**EXISTING**



EXISTING AUTUMNAL EQUINOX - 12:00 PM

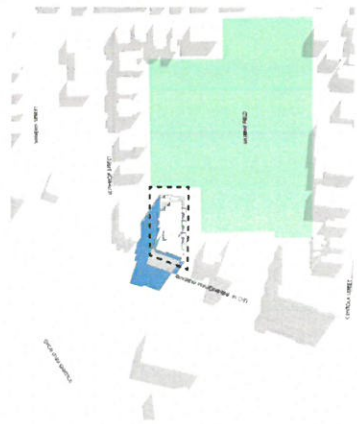


EXISTING AUTUMNAL EQUINOX - 3:00 PM



EXISTING AUTUMNAL EQUINOX - 6:00 PM

EXISTING SHADOW



PROPOSED AUTUMNAL EQUINOX - 9:00 AM

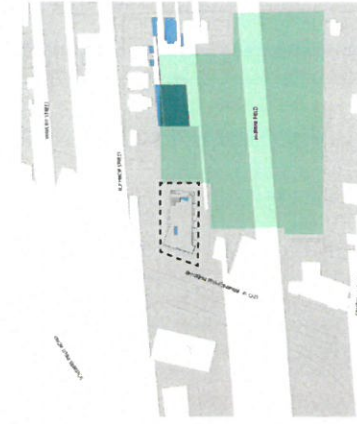
**PROPOSED**



PROPOSED AUTUMNAL EQUINOX - 12:00 PM



PROPOSED AUTUMNAL EQUINOX - 3:00 PM



PROPOSED AUTUMNAL EQUINOX - 6:00 PM

EXISTING SHADOW

ADDITIONAL SHADOW





EXISTING VERNAL EQUINOX - 9:00 AM

**EXISTING**



EXISTING VERNAL EQUINOX - 12:00 PM

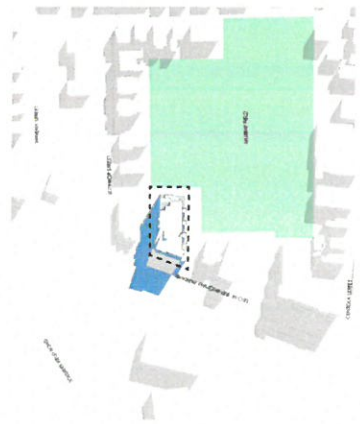


EXISTING VERNAL EQUINOX - 3:00 PM



EXISTING VERNAL EQUINOX - 6:00 PM

**EXISTING SHADOW**



PROPOSED VERNAL EQUINOX - 9:00 AM

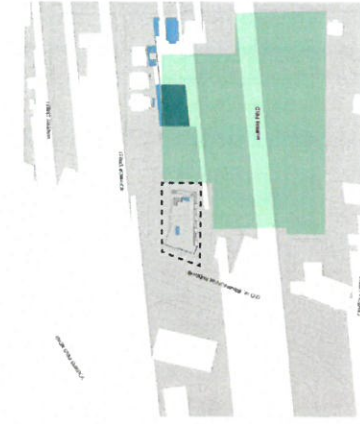
**PROPOSED**



PROPOSED VERNAL EQUINOX - 12:00 PM



PROPOSED VERNAL EQUINOX - 3:00 PM



PROPOSED VERNAL EQUINOX - 6:00 PM

**EXISTING SHADOW**

**ADDITIONAL SHADOW**

**KEVIN M. MARTIN, P.E.**  
**KMM GEOTECHNICAL CONSULTANTS, LLC**  
7 Marshall Road  
Hampstead, NH 03841  
603-489-5556 (p)/ 603-489-5558 (f)/781-718-4084(m)  
kevinmartinpe@aol.com

## MEMORANDUM

**TO:** Jacob Simmons  
CRM Property Management Corp.  
320 Washington Street, Suite 3FF  
Brookline, MA 02445

**FROM:** Kevin M. Martin, P.E.  
Geotechnical Engineer



**DATE:** June 13, 2018

**RE:** **GEOTECHNICAL SUMMARY REPORT  
PROPOSED RESIDENTIAL BUILDING  
50 LEO BIRMINGHAM PARKWAY  
BRIGHTON, MASSACHUSETTS**

---

This memorandum report serves as a geotechnical summary report for the referenced project. The contents of this memorandum are subject to the attached *Limitations*.

### **SITE & PROJECT DESCRIPTION**

Present development includes a 1-2 story wood-framed building that will be razed to accommodate the project. KMM has no knowledge of past construction, use and/or development of the property except what is visibly apparent. Based on review of the *Site Plan*, grades are level being near elevation  $\approx 39$ -41 ft.

The project includes a six-story, steel and wood-framed residential building which will occupy most of the lot (about  $\approx 10,800$  ft<sup>2</sup> in footprint). Ground level parking will be provided below the building at the first floor level. There will be no basement level. It is intended to support the building on a conventional spread footing foundation.

The purpose of this study is to review the subgrade conditions and provide a geotechnical evaluation related to foundation design and construction per the *Massachusetts State Building Code (MSBC)*. This report does not include an environmental assessment relative to oil, gasoline, solid waste and/or other hazardous materials. The environmental conditions of the property should be addressed by others as necessary. This study also does not include review of site design or construction issues

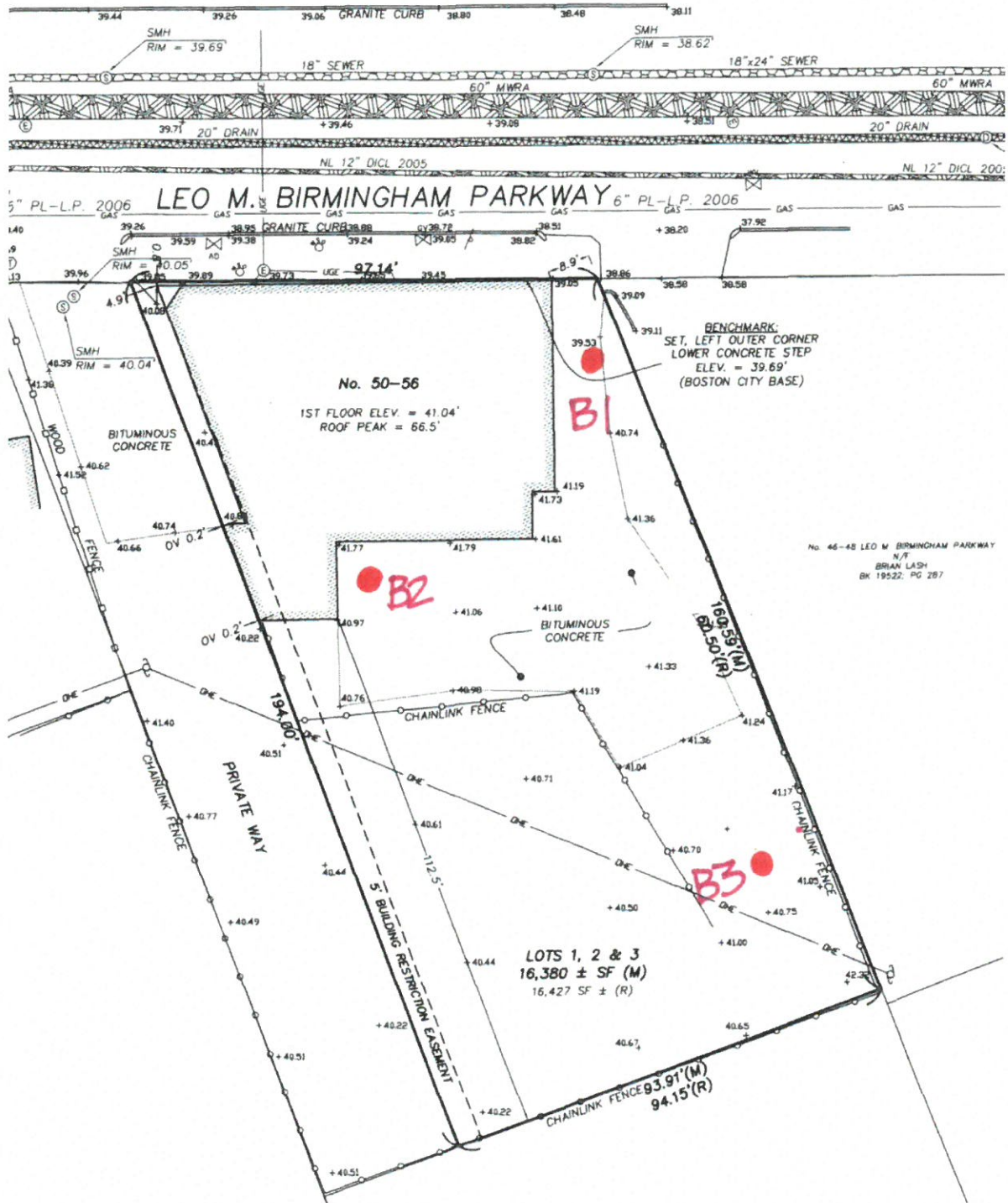
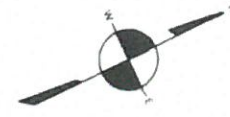
such as infiltration systems, dry wells, excavation support systems, underground utilities, protection of surrounding buildings/utilities, crane pads, temporary shoring, water-proofing or other site and/or temporary design unless specifically addressed herein.





## **SUBSURFACE EXPLORATION PROGRAM**

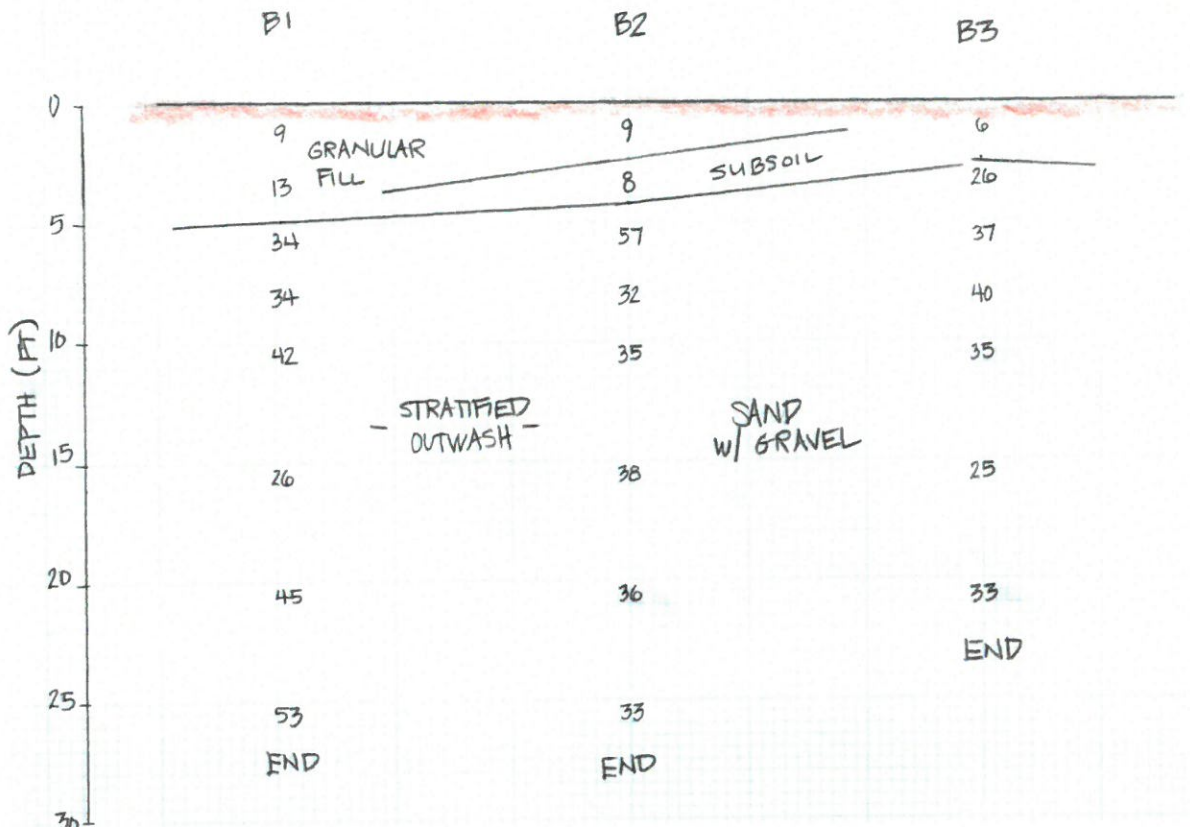
The exploration program involved three (3) test bores around the site where accessible. The test bores (B1 to B3) were advanced to depths of  $\approx 22-27$  ft utilizing 4 inch hollow stem augers. Soil samples were typically retrieved at no greater than  $\approx 5$  ft intervals with a 2 inch diameter split-spoon sampler. Standard Penetration Tests (SPTs) were performed at the sampling intervals in general accordance with ASTM-D1586 (*Standard Method for Penetration Test and Split-Barrel Sampling of Soils*). Field descriptions and penetration resistance of the soils encountered, observed depth to groundwater and other pertinent data are contained on the attached *Test Boring Logs*. The attached *Sketch* shows the test bore locations.



No. 46-48 LEO M BIRMINGHAM PARKWAY  
N/T  
BRIAN LASH  
BK 19522, PG 287

**SUBSURFACE CONDITIONS**

The subsurface conditions below (1) some shallow Fill and/or Organic laden soils include (2) Granular Outwash. A *Subsurface Profile* depicting the soil and groundwater conditions is attached.



Shallow Fill and Organic laden soils were encountered at ALL the test holes to depths ≈2-5 ft below grade. The Fill was generally granular in composition. The Fill likely includes re-worked site soils but with trace brick, rubble and loam. Other Fill should be expected given the existing foundation, intersecting utilities and existing construction. A loamy Subsoil (Fine Sand, little silt) was encountered to shallow depths at B2 & B3. The Subsoil is typically loose.

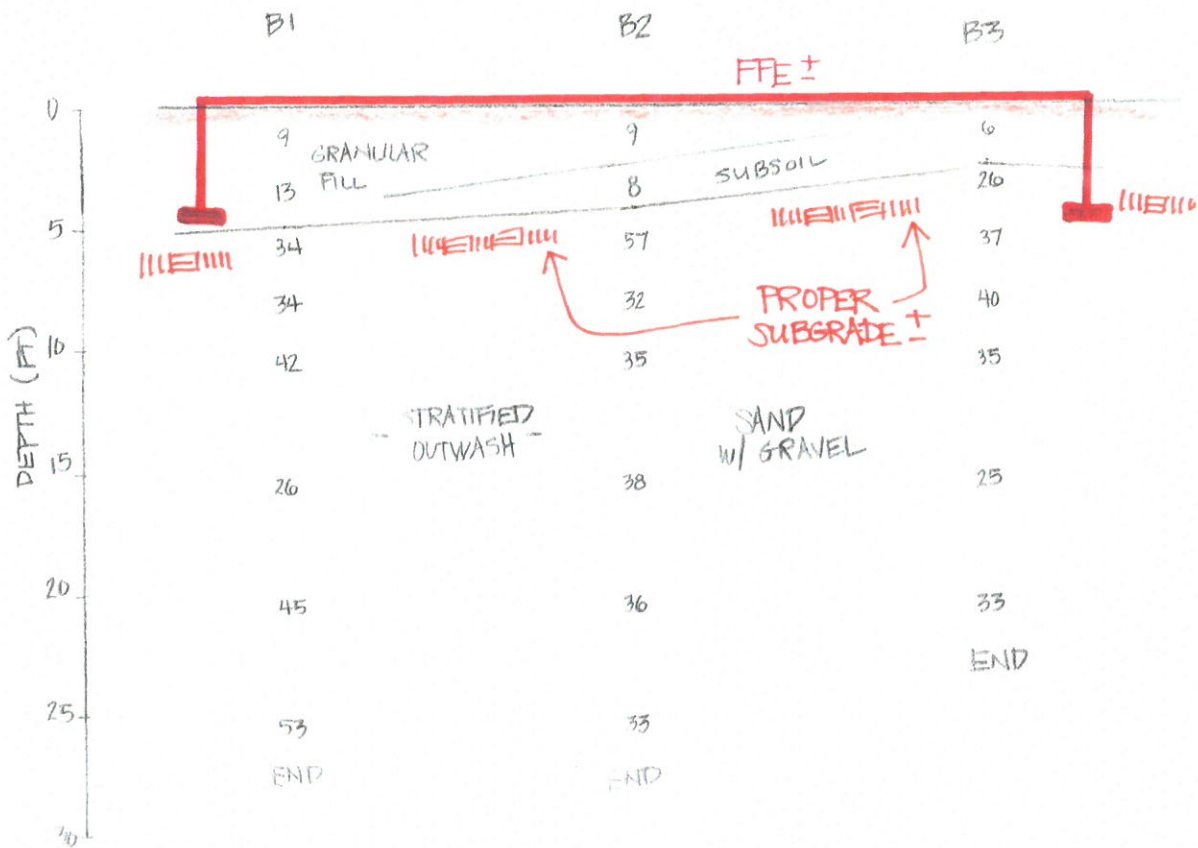
The parent soils include Stratified Granular Outwash. These soils include Clean Sand, gravelly Sand and/or sandy Gravel with cobbles. These soils are stable, well-draining, granular and compact. The Outwash was not penetrated to 25 ft.

Groundwater was not encountered in the test holes for this study. It should be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, utilities, flooding and other factors differing from the time of the measurements. This study was completed at a time of seasonally normal groundwater.



### FOUNDATION SUBGRADE RECOMMENDATIONS

The subgrade conditions are favorable for supporting the proposed building on a conventional spread footing foundation. The undocumented Fill & Organic laden soils, however, are **not** considered suitable for foundation support. As such, these soils, abandoned foundations, intersecting utilities and other questionable matter should be fully removed from the building footprint including the *Footing Zone of Influence (FZOI)* to expose the Glacial Outwash. The *FZOI* is defined as that area extending laterally one foot from the edge of footing then outward and downward at a 1H:1V splay. Structural Fill necessary to achieve foundation grade should conform to *Specification* (Table 1).



The parent subgrade soils (Outwash) should be exposed in the foundation areas prior to casting the footings or placing structural fill. It is recommended that the parent subgrade soils be proof-rolled with vibratory densification and exhibit stable and compact conditions. The purpose of the proof-rolling is to densify the site soils and identify potential loose or unstable areas which should be removed as necessary. Proof-rolling should involve at least 4-5 passes with a vibratory compactor (minimum 950 pound static weight) operating at peak energy. During the proof rolling process, the subgrade should be observed by an Engineer to identify areas exhibiting weaving or instability. It will be necessary to remove weakened or unstable soils and replace with a Structural Fill. Proper groundwater control and storm water management are also necessary to maintain site stability.

The subgrade should ultimately be stable, dewatered, compact and protected from frost throughout construction. Bearing subgrades that become weakened or disturbed due to wet conditions will be rendered unsuitable for structural support. The Contractor shall ultimately be responsible for the means and methods of temporary groundwater control, subgrade protection and site stability during construction. An Engineer from KMM should be scheduled to review the foundation subgrade conditions and preparation during construction.

## **FOUNDATION DESIGN RECOMMENDATIONS**

The footings are expected to gain bearing support atop the parent soils and/or compacted structural fill. Footings may be designed using an allowable bearing capacity of 6 ksf (FS=3). The allowable bearing capacity may be increased a third ( $\frac{1}{3}$ ) when considering transient loads such as wind or seismic. The bearing capacity is contingent upon the perimeter strip footings and isolated column footings being no less than 2 ft and 3 ft in width respectively. For footings less than 3 ft in lateral dimension, the allowable bearing capacity should be reduced to one-third and multiplied by the least lateral footing dimension in feet. Foundation settlement should be less than 1 inch with differential settlement less than  $\frac{1}{2}$  inch. The settlement should be elastic and occur during construction. Exterior footings shall be provided with at least 4 ft of frost protection.

The subsurface conditions were reviewed with respect to seismic criteria set forth in the *Massachusetts State Building Code*. Based on the relative density of the soils and the depth to groundwater, the site does not appear susceptible to liquefaction in the event of an earthquake. Based on interpretation of the *Building Code*, the *Site Classification* is "D" (Stable Soil Profile).

It is recommended that a minimum 8-inch base of *Gravel Base Fill* (Table 1) be placed below the concrete floor slab for moisture and frost control. The gravel base shall be no less than 12 inches for exterior concrete slabs exposed to frost and the garage level floor slab (15 inches at entrances and ramps). A subgrade modulus of 150 pci may be used for design of the floor slab. A vapor retarder should be used below the floor slab dependent upon the floor treatment. A vapor barrier should be specified by others per ACI Standards. A 10-mil polyethylene or StegoWrap™ are often used as a vapor retarder.

Structural fill necessary within and below the foundation should conform to the attached *Specifications* (Table 1). The site soils (Granular Outwash) are suitable for re-use as Structural Fill provided they are segregated from organic laden soils, screened of large stones and conform to Specification.

## **CONSTRUCTION CONCERNS**

The contractor should be required to maintain a stable-dewatered subgrade for the building foundation and other concerned areas during construction. Subgrade disturbance may be influenced by excavation methods, moisture, precipitation, groundwater control and construction activities. The glacial outwash soils are not considered vulnerable to disturbance when exposed to wet conditions and construction activities given their good drainage. Nonetheless, the contractor should take

precautions to reduce subgrade disturbance. Such precautions may include diverting storm run-off away from construction areas, reducing traffic in sensitive areas, minimizing the extent of exposed subgrade if inclement weather is forecast, backfilling footings as soon as practicable and maintaining an effective dewatering program. Soils exhibiting weaving or instability should be over-excavated to a competent bearing subgrade then replaced with a free draining structural fill or crushed stone. The moisture concerns are typically more problematic if construction takes place during the winter to spring season or other periods of inclement weather. A protective base of  $\frac{3}{4}$ -inch minus crushed stone may be placed at least  $\approx 6$  inches below and laterally beyond the footing limits for protection during construction. The stone base is to protect the site soils, facilitate necessary dewatering and provide a dry/stable base upon which to progress foundation construction. The protective base should be considered elective and dependent upon the site conditions. The stone base should be considered necessary if wet conditions are present at footing grade. The protective stone base shall be tamped with a plate compactor and exhibit stable conditions.

The groundwater table will need to be temporarily controlled during construction to complete work in dry conditions and protect the competency of the subgrade. The groundwater table should be continuously maintained at least one foot below construction grade until backfilling is complete. The groundwater is expected to be controlled with conventional sumps and pumps. The temporary sumps should be filtered with stone and fabric and extend at least  $\approx 24$  inches below construction grade. A  $\approx 6$  inch lift of  $\frac{3}{4}$ -inch minus crushed stone should be placed atop the wet subgrade to protect its competency and facilitate dewatering. The stone base should have positive slope to the sump. Adequate dewatering and storm water management are necessary for maintaining the competency of the site soils. The discharge of the collected water should be reviewed by others.

The subgrade should ultimately be stable, dewatered, compact and protected from frost throughout construction. Bearing subgrades that become weakened or disturbed due to wet conditions will be rendered unsuitable for structural support. The Contractor shall ultimately be responsible for the means and methods of temporary groundwater control, subgrade protection and site stability during construction. An Engineer from KMM should be scheduled to review the foundation subgrade conditions and preparation during construction.

## **CONSTRUCTION MONITORING**

It is recommended that a qualified engineer or representative be retained to review earthwork activities such as the preparation of the foundation bearing subgrade and the placement/compaction of Structural Fill. It is recommended that KMM be retained to provide construction monitoring services. This is to observe compliance with the design concepts presented herein.

We trust the contents of this memorandum report are responsive to your needs at this time. Should you have any questions or require additional assistance, please do not hesitate to contact our office.

## LIMITATIONS

### Explorations

1. The analyses, recommendations and designs submitted in this report are based in part upon the data obtained from preliminary subsurface explorations. The nature and extent of variations between these explorations may not become evident until construction. If variations then appear evident, it will be necessary to re-evaluate the recommendations of this report.
2. The generalized soil profile described in the text is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized and have been developed by interpretation of widely spaced explorations and samples; actual soil transitions are probably more gradual. For specific information, refer to the individual test pit and/or boring logs.
3. Water level readings have been made in the test pits and/or test borings under conditions stated on the logs. These data have been reviewed and interpretations have been made in the text of this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, and other factors differing from the time the measurements were made.

### Review

4. It is recommended that this firm be given the opportunity to review final design drawings and specifications to evaluate the appropriate implementation of the recommendations provided herein.
5. In the event that any changes in the nature, design, or location of the proposed areas are planned, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and conclusions of the report modified or verified in writing by KMM Geotechnical Consultants, LLC.

### Construction

6. It is recommended that this firm be retained to provide geotechnical engineering services during the earthwork phases of the work. This is to observe compliance with the design concepts, specifications, and recommendations and to allow design changes in the event that subsurface conditions differ from those anticipated prior to the start of construction.

### Use of Report

7. This report has been prepared for the exclusive use of CRM Property Management Corp. in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made.
8. This report has been prepared for this project by KMM Geotechnical Consultants, LLC. This report was completed for preliminary design purposes and may be limited in its scope to complete an accurate bid. Contractors wishing a copy of the report may secure it with the understanding that its scope is limited to preliminary geotechnical design considerations only.

# TABLE 1

*Proposed Building  
50 Leo Birmingham Parkway  
Brighton, MA*

## ***Recommended Soil Gradation & Compaction Specifications***

---

### ***Gravel Base Fill*** (Crushed Gravel Fill)

<b>SIEVE SIZE</b>	<b>PERCENT PASSING BY WEIGHT</b>
3 inch	100
3/4 inch	60-90
No. 4	20-70
No. 200	2-8

NOTE: For minimum 12-inch base for exterior concrete slabs exposed to frost  
For minimum 12-inch base below garage level slab.  
For minimum 15-inch base at exterior ramps, entrances, egress, aprons, etc.  
Shall have less than 12% fines (No. 200 sieve) based on the Sand fraction

### ***Structural Fill*** (Gravelly SAND, trace Silt)

<b>SIEVE SIZE</b>	<b>PERCENT PASSING BY WEIGHT</b>
5 inch	100
3/4 inch	50-100
No. 4	20-80
No. 200	0-10

NOTE: For use as structural load support below the foundations  
For use as backfill behind unbalanced foundation/retaining walls  
A 3/4-inch crushed stone may be used in wet conditions  
Shall have less than 20% fines (No. 200 sieve) based on the Sand fraction

Structural Fill placed beneath the foundation should include the *Footing Zone of Influence* which is defined as that area extending laterally one foot from the edge of the footing then outward and downward at a 1H:1V splay. Structural Fill should be placed in loose lifts not exceeding 12 inches for heavy vibratory rollers and 8 inches for vibratory plate compactors. All Structural Fill should be compacted to at least 95 percent of maximum dry density as determined by the Modified Proctor Test (ASTM-D1557). Structural Fill should be compacted within  $\pm 3\%$  of optimum moisture content. The adequacy of the compaction efforts should be verified by field density testing which is also a requirement of the *Massachusetts State Building Code*.

# TEST BORING LOG

SHEET 1

**Soil Exploration Corp.**  
 Geotechnical Drilling  
 Groundwater Monitor Well  
 148 Pioneer Drive  
 Leominster, MA 01453  
 978 840-0391

**Proposed Building**  
 Site 50-58 Birmingham Parkway  
 Brighton, MA.

BORING B-1

PROJECT NO. 18-0604

DATE: June 8, 2018

Ground Elevation:  
 Date Started: June 7, 2018  
 Date Finished: June 7, 2018  
 Driller: GG

**GROUNDWATER OBSERVATIONS**

DATE	DEPTH	CASING	STABILIZATION
6/7/18	n/a	n/a	

Soil Engineer/Geologist:

Depth Ft.	Casing bl/ft	Sample				Strata	Visual Identification of Soil and / or Rock Sample
		No.	Pen/Rec	Depth	Blows/6"		
1		1	8"	0'0" – 2'0"	5-4-5-5	5'	Dark Brown, fine to coarse Sand & Gravel, trace brick, dry
		2	12"	2'0" – 4'0"	4-6-7-7		Sand, some gravel, trace brick (FILL)
5		3	17"	5'0" - 7'0"	10-16-18-18		Brown, f-c Sand, little gravel, dry
		4	11"	7'0" – 9'0"	12-17-17-21		Brown, fine to coarse Sand, some gravel, trace silt, cobbles, dry
10		5	14"	10'0" - 12'0"	23-20-22-24		(STRATIFIED OUTWASH)
15		6	18"	15'0" - 17'0"	12-13-13-15		Brown, fine to medium Sand, trace silt, dry Brown, Fine Sand, little silt
20		7	15"	20'0" – 22'0"	15-21-24-24		Brown, fine to coarse Sand & Gravel, trace silt, cobbles, dry
25		8	8"	25'0" – 27'0"	19-26-27-27		End of boring at 27 ft No water encountered upon completion
30							
35							

Notes: Hollow Stem Auger Size 4-1/4"

Cohesionless: 0 - 4 V. Loose, 4 - 10 Loose, 10 -30 M Dense, 30 -50 Dense, 50+ V	Trace 0 to 10% Little 10 to 20%	ID SIZE (IN)	CASING	SAMPLE	CORE TYPE
Cohesive: 0 -2 V Soft, 2 -4 Soft, 4 -8 M 8 -15 Stiff, 15 -30 V. Stiff, 30 + Hard.	Some 20 to 35% And 35% to 50%	HAMMER WGT (LB)		140 lb.	
		HAMMER FALL (IN)		30"	

# TEST BORING LOG

SHEET 2

**Soil Exploration Corp.**  
 Geotechnical Drilling  
 Groundwater Monitor Well  
 148 Pioneer Drive  
 Leominster, MA 01453  
 978 840-0391

**Proposed Building**  
 Site **50-58 Birmingham Parkway**  
**Brighton, MA.**

**BORING B-2**

**PROJECT NO. 18-0604**

**DATE: June 8, 2018**

Ground Elevation:  
 Date Started: June 7, 2018  
 Date Finished: June 7, 2018  
 Driller: GG

**GROUNDWATER OBSERVATIONS**

DATE	DEPTH	CASING	STABILIZATION
6/7/18	n/a	n/a	

Soil Engineer/Geologist:

Depth Ft.	Casing bl/ft	Sample				Strata	Visual Identification of Soil and / or Rock Sample
		No.	Pen/Rec	Depth	Blows/6"		
1		1	4"	0'0" – 2'0"	4-4-5-4	2'	Black, fine to coarse Sand & Gravel, dry (FILL)
		2	12"	2'0" – 4'0"	3-4-4-5	4'	Brown, Fine Sand, little silt, minor loam (SUBSOIL)
5		3	13"	5'0" - 7'0"	14-26-31-25		Brown, Sand & Gravel, trace silt, cobbles, dry
		4	14"	7'0" – 9'0"	13-16-16-17		
10		5	16"	10'0" - 12'0"	12-17-18-21		Brown, f-c Sand w/ gravel, trace silt, cobbles, dry
		6	15"	15'0" - 17'0"	18-18-20-20		Brown, fine to coarse Sand, some gravel, cobbles, dry  (STRATIFIED OUTWASH)
20		7	15"	20'0" – 22'0"	16-18-18-21		Brown, f-c Sand w/ gravel, trace silt, cobbles, dry
25		8	17"	25'0" – 27'0"	14-15-18-21		End of boring at 27 ft No water encountered upon completion
30							
35							

Notes: Hollow Stem Auger Size 4-1/4"

Cohesionless: 0 - 4 V. Loose, 4 - 10 Loose, 10 -30 M Dense, 30 -50 Dense, 50+ V	Trace 0 to 10% Little 10 to 20% Some 20 to 35% And 35% to 50%		CASING	SAMPLE	CORE TYPE
Cohesive: 0 -2 V Soft, 2 -4 Soft, 4 -8 M 8 -15 Stiff, 15 -30 V. Stiff, 30 + Hard.		ID SIZE (IN)		SS	
		HAMMER WGT (LB)		140 lb.	
		HAMMER FALL (IN)		30"	

# TEST BORING LOG

SHEET 3

**Soil Exploration Corp.**  
 Geotechnical Drilling  
 Groundwater Monitor Well  
 148 Pioneer Drive  
 Leominster, MA 01453  
 978 840-0391

**Proposed Building**  
 Site **50-58 Birmingham Parkway**  
**Brighton, MA.**

BORING B-3

PROJECT NO. 18-0604

DATE: June 8, 2018

Ground Elevation:  
 Date Started: June 7, 2018  
 Date Finished: June 7, 2018  
 Driller: GG

**GROUNDWATER OBSERVATIONS**

DATE	DEPTH	CASING	STABILIZATION
6/7/18	n/a	n/a	

Soil Engineer/Geologist:

Depth Ft.	Casing bl/ft	Sample				Strata	Visual Identification of Soil and / or Rock Sample
		No.	Pen/Rec	Depth	Blows/6"		
1		1	6"	0'0" – 2'0"	3-3-3-3	2'	Rust Brown, loamy, Fine Sand, little silt (SUBSOIL)
		2	16"	2'0" – 4'0"	10-12-14-15		Brown, f-c Sand w/ gravel
5		3	17"	5'0" - 7'0"	14-17-20-21		Brown, f-c Sand, little gravel, trace silt
		4	17"	7'0" – 9'0"	20-19-21-21		Brown, f-c Sand w/ gravel, cobbles, dry
10		5	17"	10'0" - 12'0"	23-17-18-18		(STRATIFIED OUTWASH)
							Brown, fine to medium Sand, some gravel, cobbles, dry
15		6	17"	15'0" - 17'0"	11-12-13-14		Brown, f-m Sand w/ gravel, trace silt, cobbles, dry
20		7	14"	20'0" – 22'0"	14-17-16-16		End of boring at 22 ft No water encountered upon completion
25							
30							
35							

Notes: Hollow Stem Auger Size 4-1/4"

Cohesionless: 0 - 4 V. Loose, 4 - 10 Loose, 10 -30 M Dense, 30 -50 Dense, 50+ V	Trace	0 to 10%	CASING	SAMPLE	CORE TYPE
Cohesive: 0 -2 V Soft, 2 -4 Soft, 4 -8 M	Little	10 to 20%	ID SIZE (IN)	SS	
8 -15 Stiff, 15 -30 V. Stiff, 30 + Hard.	Some	20 to 35%	HAMMER WGT (LB)	140 lb.	
	And	35% to 50%	HAMMER FALL (IN)	30"	





## 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](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/](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](http://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](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](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>

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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.

<b>1. Project Information:</b> <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	50 Leo Birmingham Parkway		
Primary Project Address:	50 Leo Birmingham Parkway, Boston, MA 02135		
Total Number of Phases/Buildings:	1 Phase / 1 Building		
Primary Contact (Name / Title / Company / Email / Phone):	Josh Fetterman / CRM Property Corp. / <a href="mailto:josh.fetterman@cityrealtyboston.com">josh.fetterman@cityrealtyboston.com</a> / 617.470.2111		
Owner / Developer:	CRM Property Development Corp.		
Architect:	Embarc Studio LLC.		
Civil Engineer:	Boston Survey, Inc.		
Landscape Architect:	Verdant Landscape Architecture		
Permitting:	Drago & Toscano, LLP		
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.		
<b>2. Building Classification and Description:</b> <i>This section identifies preliminary construction information about the project including size and uses.</i>			

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What are the dimensions of the project?			
Site Area:	16,428 SF	Building Area:	48,645 GSF
Building Height:	69 FT. 11 inches	Number of Stories:	6 Flrs.
First Floor Elevation:	EL. 39.05'	Is there below grade space:	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:	Residential Lobby, Amenity, Parking		
<p><b>3. Assessment of Existing Infrastructure for Accessibility:</b>  <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly &amp; 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></p>			
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The proposed site is in the Brighton neighborhood of Boston, situated between the Charles River to the north, the Mass Turnpike to the south, Murray Field immediately to the east, and the Charles River and Watertown to the west. The current neighborhood is primarily commercial/retail along Leo Birmingham Parkway (with notable exception to the board approved 70 Leo Birmingham Parkway to the south and the under construction 530 Western Ave to the north,) with single and multi-family housing developments on the side streets to the east.		
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	<p><b>¼ Mile Radius:</b> Market St @ Centola Street &amp; Market St @ Lothrop St (Bus 86) Western Ave Opposite Richardson St (Bus 70 and 86)</p> <p><b>½ Mile Radius:</b> Boston Landing (Framingham/Worcester Commuter Rail) Guest St @ Life St (Bus 64)</p>		
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	<p><b>Hospitals:</b> St. Elizabeth’s Medical Center and Franciscan Children’s (South, ¾ mile radius)</p> <p><b>Public, Elderly and Disabled Housing:</b> Veronica Smith Senior Center (South, ¾ mile radius)</p>		

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	<p><b>Educational Facilities:</b> German International School (East, ¾ mile radius) Jackson Mann K-8, Horace Mann School for the Deaf, Boston Green Academy and Brighton High School (South-East, ¾ mile radius)</p>
<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p><b>Government Buildings:</b> Boston Police District D-14 (South, ¾ mile radius) Office of Fishing and Boating Access (North, ¼ mile radius)</p> <p><b>Libraries:</b> Honan-Allston Branch of the Boston Public Library (East, ¾ mile radius) Brighton Branch of the Boston Public Library (South ¾ mile radius)</p> <p><b>Community Centers:</b> Faneuil Gardens (South-West ½ mile radius) Josephine A Fiorentino Community Center (North-East ½ mile radius) Jackson Mann Community Center (South-East, ¾ mile radius)</p> <p><b>Recreational Facilities:</b> Murray Field (East, abutting the proposed project) Birmingham Parkway and McKinney Playground (West, ½ mile radius) Charles River Reservation IV (North, ½ mile radius)</p>
<p><b>4. Surrounding Site Conditions – Existing:</b>  <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
<p>Is the development site within a historic district? <i>If yes,</i> identify which district:</p>	<p>No</p>
<p>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:</p>	<p>Yes, existing sidewalks are concrete with granite curbs, in acceptable to poor condition. Existing sidewalk dimension measures 9'-8". There are no existing pedestrian ramps on the site.</p>
<p>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:</p>	<p>No.</p>
<p><b>5. Surrounding Site Conditions – Proposed</b>  <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>	

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<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>Yes, proposed sidewalks will conform with the Neighborhood Main Street Sidewalk Design Guidelines.</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>Total Minimum Dimension of the proposed sidewalk is 16'-1" consisting of a 6" Curb, 4'-0" tree and furnishing zone, 7'-10 1/2" pedestrian zone, and a further 3'-4" planted frontage zone.</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>TBD</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</i></p>	<p>TBD</p>

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<p><b>yes</b>, identify PIC actions and provide details.</p>	
<p><b>6. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>50 parking spaces, 48 of which are part of a semi-automatic parking system, 2 are covered at grade.</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>2; 1 Van Accessible</p>
<p>Will any on-street accessible parking spaces be required? <b>If yes</b>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>No on-street accessible spaces will be required.</p>
<p>Where is the accessible visitor parking located?</p>	<p>N/A</p>
<p>Has a drop-off area been identified? <b>If yes</b>, will it be accessible?</p>	<p>TBD</p>
<p><b>7. Circulation and Accessible Routes:</b>  <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>All building entrances to be flush conditions with their respective walkways or sidewalks, this includes the Lobby Entrance, Parking Entrance, Pet Wash Entrance, and Bike Storage Entrance. From the lobby, elevators will provide access to the upper floors and the Common Amenity Space and Roof Deck</p>

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Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	Yes, all entrances are to be flush conditions and accessible.
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	N/A
<p><b>8. Accessible Units (Group 2) and Guestrooms: (If applicable)</b>  <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	53 Housing Units
<i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i>	53 Units for Rent; Affordability Breakdown TBD
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	3 Units
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	TBD
<i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i>	N/A
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments?	No, All Balconies are ADA Accessible



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<p>Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i>, provide reason.</p>	
<p>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:</p>	<p>Yes, elevators provide access to the upper floors</p>
<p><b>9. Community Impact:</b> <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>TBD</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>Sixth-floor common amenity space and roof deck will both provide fully accessible routes and design per MAAB and ADA Standards.</p>
<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? <i>If no</i>, explain why not.</p>	<p>Yes, restrooms for the first-floor amenity spaces will both be single-occupancy and fully ADA Accessible.</p>

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<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>Proponent has not reviewed the proposed plans with the City of Boston Disability Commissioner or Architectural Access staff at this time.</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? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>Proponent has not presented the proposed plan to the Disability Advisory Board.</p>
<p><b>10. Attachments</b>  <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.  <b>(Attached)</b></p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.  <b>(Attached)</b></p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)  <b>(Attached)</b></p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.  <b>(TBD)</b></p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>	

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve

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ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

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

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

Architectural Access staff can be reached at:

[accessibility@boston.gov](mailto:accessibility@boston.gov) | [patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov) | [sarah.leung@boston.gov](mailto:sarah.leung@boston.gov) | 617-635-3682

