

# 8 Banton Street Residential Development

St. Marks Neighborhood, Dorchester

## Article 80E - Small Project Review Application

November 20, 2015



VIEW FROM DORCHESTER AVENUE

Submitted by: Connelly Construction

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November 20, 2015

Mr. John Campbell  
Project Manager  
Boston Redevelopment Authority  
1 City Hall Plaza  
Boston, MA 02201

**Re: Request for Article 80E: Small Project Review  
8 Banton Street  
Dorchester, Massachusetts**

Dear Mr. Campbell:

On behalf of the Owner and Developer, Connelly Construction, we are submitting this application for the redevelopment of a proposed consolidated site with an address of 8 Banton Street to the Boston Redevelopment Authority for Small Project Review as defined in Section 80-E-5, Procedures for Small Project Review.

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

The new building will provide 3 levels and approximately 21,960 sf of residential rental housing in a mix of 1- and 2-bedroom apartments. Two of the 18 units will be affordable per the City's inclusionary zoning requirements.

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

Sincerely,

Spalding Tougias Architects, Inc.



Cheryl Tougias, AIA, LEED AP  
President

## PROJECT TEAM

Developer: Connelly Construction  
Steven Connelly  
1859 Dorchester Avenue  
Dorchester, MA 02124  
Tel: (617) 436-3047  
Email: [connellyconstruction@verizon.net](mailto:connellyconstruction@verizon.net)

Legal Counsel: The Cloutier Law Firm, LLC  
Kevin M. Cloutier  
1990 Centre Street  
West Roxbury, MA 02132  
Tel: (617) 327-3811  
Email: [kcloutier@cloutierlawfirm.com](mailto:kcloutier@cloutierlawfirm.com)

Architect: Spalding Tougias Architects, Inc.  
Cheryl Tougias, AIA, LEED AP  
241 A Street, Suite 200  
Boston, MA 02210  
Tel: (617) 542-4522  
Email: [ct@sta-inc.com](mailto:ct@sta-inc.com)

Surveyor: Anderson Surveys, Inc.  
P.O. Box 149  
Hanson, MA 02341  
Tel: (781) 293-3349  
Email: [kanderson@andersonsurveys.com](mailto:kanderson@andersonsurveys.com)

Traffic Engineer: Gillon Associates  
John T. Gillon, P.E.  
111 River Street  
N. Weymouth, MA 02191  
Tel: (781) 589-7339  
Email: [jt.gillon@comcast.net](mailto:jt.gillon@comcast.net)

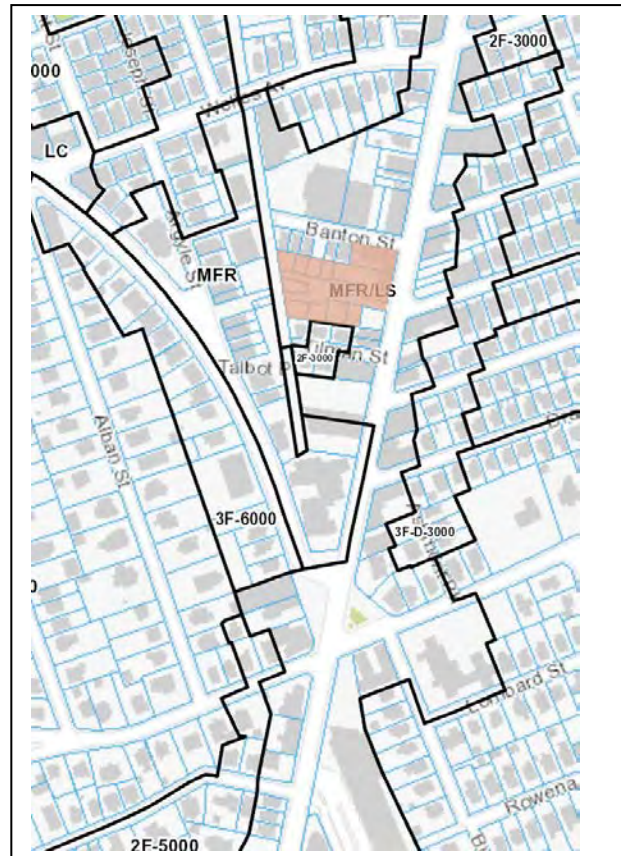
## DEVELOPMENT OPPORTUNITY

### 1.0 Neighborhood Context

The Project site is located just north of Peabody Square, on Banton Street and Dorchester Avenue, in the St. Marks neighborhood of Dorchester. Peabody Square has recently seen significant public realm improvements, a renovated Ashmont Station and the construction of the Carruth Building. The redevelopment of the Ashmont Tire site into a transit oriented mixed-use development is slated to begin construction in the near future. Carney Hospital, St. Mark's Church, St. Gregory's Church and Dorchester Park are a short distance from the site.

The surrounding area is comprised of a mix of apartment buildings, two-family structures, triple-deckers, and commercial and retail along Dorchester Avenue. Banton Street, which runs east-west between Dorchester Avenue and the MBTA Red Line tracks, contains triple-deckers, commercial and industrial uses. The Project will improve the character of the neighborhood by activating an underutilized parcel and by contributing to a more diverse housing stock that will attract and retain residents.

#### Locus Maps





## 1.1 Development Site

The Project site includes the consolidation of fourteen parcels, an existing mixed-use structure and a paper street (“Northam Park”). The total site area is 43,886 sf. The existing building at the corner of Banton Street and Dorchester Avenue, constructed by the applicant in 2006, is 18,288 sf and contains 14 rental residential units and four leased commercial units. This existing building will remain in place.

Site Survey (see Exhibits)

### Site Photos



VIEW FROM MSGR PATRICK J. LYDON WAY & DORCHESTER AVENUE



VIEW OF SITE FROM BEHIND EXISTING BUILDING



SITE WITH REAR OF TILMAN STREET BUILDINGS



SITE WITH REAR OF BANTON STREET BUILDINGS



DORCHESTER AVENUE LOOKING SOUTH



WESTERN BOUNDARY - RED LINE TUNNEL



## **PROJECT DESCRIPTION**

### **2.0 Project Overview**

The new building will provide 3 levels and approximately 21,960 sf of residential rental housing in a mix of 1- and 2-bedroom apartments. Two of the 18 units will be affordable per the City's inclusionary zoning requirements.

#### Building Program:

4 one-bedroom apartments, ranging in size from 680 sf to 715 sf

14 two-bedroom apartments, ranging in size from 992 sf to 1,125 sf

Ground level lobby

Common laundry, fitness room, and indoor bicycle storage in basement

### **2.1 Urban Design**

Positioned on the site behind the existing building, the proposed building is designed to complement, and be compatible with, the architecture of the surrounding area. The massing is articulated to break down the scale and to relate to neighboring buildings, and at 35 feet, it meets zoning requirements for height. The main entrance is at a landscaped court that has pedestrian access to Dorchester Avenue with a landscaped walkway.

### **2.2 Building Design**

The building is designed to provide appropriate access to daylight and fresh air for residents, with durable materials and energy efficient systems and technology. Cladding will be cement board in clapboard size and style with multiple colors. Balconies are included to provide access to private outdoor space. The team met with BRA design review staff and modified the site plan in response to comments received.

#### Sustainable Design:

The team is committed to design and construction strategies at a LEED certifiable level.

### **2.3 Zoning Analysis**

The site is located in a Multifamily Residential/Local Services ("MFR/LS") Residential Subdistrict of the Dorchester Neighborhood District, Article 65 (Map 5D) of the Boston Zoning Code. The project is an allowed use in the MFR/LS Subdistrict per Table A, Art. 65.

The MFR/LS Subdistricts were established to encourage medium-density multifamily areas with a variety of allowed housing types, including, one, two and three-family Dwellings, Row Houses, Town Houses, Multifamily Dwellings and ground floor Retail and Service uses.

The zoning analysis for this project was triggered by two permit applications filed with the City of Boston Inspectional Services Department ("ISD"), ERT477906 and ALT500187. In order to simplify the zoning implications of the project, the applicant opted to consolidate, pursuant to ATL500187, the fourteen separate, commonly owned parcels that comprise the site location. This consolidation



includes the existing mixed-use building constructed by the applicant in 2006 thus causing the proposed development to constitute “more than one dwelling” on the same lot.<sup>1</sup>

**Zoning Requirements (Art. 65, Table C)**

	Required	Proposed	Variance
Minimum Lot Area	18,000	43,886	No
Minimum Lot Width	30	207.58	No
Minimum Lot Frontage	50 <sup>2</sup>	23	Yes
Maximum Floor Area Ratio	1.0	.89	No <sup>3</sup>
Maximum Building Height	3 stories / 35 feet	3 stories / 35 feet	No
Usable Open Space per Dwelling Unit	400 per = 12,800	7,276	Yes
Minimum Front Yard Setback	5	varied	Yes
Minimum Side Yard Setback	10	varied	Yes
Minimum Rear Yard Setback	30	varied	Yes

**Off-Street Parking Requirements (Art. 65, Table F)**

- 1.5 spaces per residential unit
- 2 spaces per 1000 sf of retail space
- 1 space per 1000 sf of health care

**Requirement for Existing Conditions (pre-existing building)**

14 Residential units @ 1.5 spaces =	21.00 spaces
1800 sf Furniture store @ 2 space/1000 sf =	2.80 spaces
1150 sf Dentist office @ 1 space/1000 sf =	1.15 spaces
600 sf Pharmacy @ 1 space/1000 sf =	0.60 spaces

<sup>1</sup> Pursuant to Art. 14-6 of the Zoning Code, where there are two dwellings on the same lot, as is the case with this proposed development, the Code requirements relative to Lot Area, Lot Width and Lot Frontage, shall apply as if each dwelling were on a separate lot. However, ISD did not base its zoning assessment on this formula reasoning that the same violations would exist whether zoning was assessed as a “single lot” or as a “separate lot.” It is the applicant’s position that practically speaking, this is a distinction without a difference, in that the noted violations would exist no matter which method of analysis was applied and accordingly, the zoning table provided is based off of assessing the development as a single lot.

<sup>2</sup> Art. 14-5(a) requires the greater of 50 feet or designated frontage when there is a rear dwelling on the same lot.

<sup>3</sup> ISD identified a FAR violation which the applicant disputes.

Requirement for Proposed Building

18 residential units @ 1.5 spaces =	27 spaces
Total required off-street parking to accommodate existing and proposed building.....	53 spaces
Total proposed.....	50 spaces

**Zoning Relief Required**

ERT477906 and ALT500187 were refused by ISD due to the cited need for zoning relief in the form of variances for the below violations.

ALT500187 – Consolidate Fourteen Parcels and Portion of Northam Park into Single Lot

1. Art. 65 § 42(13) – Application of Dimensional Regulations - A dwelling shall not be built to the rear of another dwelling on the same lot.
2. Art. 65 § 9 – Usable Open Space Insufficient
3. Art. 65 § 9 – Rear Yard Insufficient

ERT477906 – Erect 18 Unit Apartment Building

1. Art. 65 § 65-41 – Off Street Loading Insufficient
2. Art. 65 § 65-41(4) – Off Street Parking Location – no parking spaces in front yard
3. Art. 65 § 41 – Off Street Parking Insufficient
4. Art. 65 § 42(13) – Application of Dimensional Regulations – A dwelling shall not be built to the rear of another dwelling on the same lot
  - a. *NOTE: This violation is redundant with the same violation cited for ALT500187*
5. Art. 65 § 9 – Lot Frontage Insufficient
6. Art. 65 § 9 – Floor Area Ratio excessive
  - a. *NOTE: The applicant disputes ISD’s finding that FAR is excessive and continues to work with ISD to reconcile this matter.*
7. Art. 65 § 9 – Usable Open Space Insufficient
8. Art. 65 § 9 – Front Yard Insufficient
9. Art. 65 § 9 – Side Yard Insufficient
10. Art. 65 § 9 – Rear Yard Insufficient

The applicant submits that the number of violations is more reflective of the layout of the site location, which is made unique by the fact that it consists of fourteen separate parcels, a paper street (Northam Park – private way) and an existing, mixed use building abutting immediately upon the sidewalk; rather than a project that does not meet the intent of the MFR/LS Subdistrict. The location presented unique zoning challenges in theory and concept but not in the application and vision of this project and how it will look and feel in this dynamic location.

ISD Rejection Letter (see Exhibits)

## **2.4 Accessibility**

All of the Project’s entrances will be located at ground level and will be universally accessible. One accessible van parking space and one accessible car parking space will be provided adjacent to the main entrance. The inclusion of elevator access makes the Project well-suited to a variety of demographic groups as well as those with physical disabilities. All common areas will be accessible and all 18 units will be handicap adaptable per 521 CMR.

Accessibility Checklist (see Exhibits)

Diagram of Accessible Routes (see Exhibits)

## **TRANSPORTATION AND PARKING**

### **3.0 Site Access**

#### **Vehicular**

Vehicular access will be provided to surface parking by a single driveway located on Banton Street, approximately xxx feet west of Dorchester Avenue. Loading, egress, and service, including trash, recycling, and resident move-in/move-out and deliveries will occur on-site without impacting the public sidewalk or roadway.

#### **Pedestrian/Bicycle**

Primary pedestrian access will be provided off of Dorchester Avenue. Indoor bicycle parking spaces are provided in the basement level. A large percentage of the Project’s residents are anticipated to utilize nearby public transit options, walking and cycling.

### **3.1 Parking**

The Project will provide 27 parking spaces, resulting in a ratio of 1.50 per proposed residential unit.

### **3.2 Public Transportation**

The Project is ideally situated to take advantage of nearby transportation opportunities. The MBTA’s Red Line Ashmont Branch, the Mattapan High Speed Trolley Line, and local and regional buses are located on Dorchester Avenue and Ashmont Station, approximately 800 feet to the south of the Project. Ashmont Station is a key bus hub serving the following lines: 18, 21, 22, 23, 24, 26,

27, 215, 217, 240, and the Brockton Area Transit Authority (BAT). MBTA bus route #18 services Dorchester Avenue and there is a bus stop directly in front of the site.

### 3.3 Traffic Projections

There are projected to be 88 daily auto trips associated with the development. Dorchester Avenue accommodates approximately 700 vehicles per weekday evening peak hour, and 13,000 vehicles per day. The development will not pose a noticeable traffic impact.

Traffic Engineer Memo (see Exhibits)

### ANTICIPATED APPROVALS

Agency Name	Permit or Action
Boston Redevelopment Authority	Article 80 Small Project Review Affordable Housing Agreement
Inspectional Services Department	ZBA Approval Building Permit Certificate of Occupancy
Public Improvement Commission	Abandonment of a Portion of Northam Park
Department of Neighborhood Development	Release deed restriction on one of the impacted parcels
Boston Water and Sewer Commission	Local Sewer and Water Tie-in and Site Plan Approval

### COMMUNITY OUTREACH

The Project Team conducted a site walk with immediate abutters on September 23, 2015 and met with the St. Marks Area Neighborhood Association on September 29, 2015. The proposed development was favorably received and the association voted to support the project.

### ARCHITECTURAL DRAWINGS

See Exhibits



Exhibit A: ISD Rejection Letters



**Boston Inspectional Services Department**  
**Planning and Zoning Division**

1010 Massachusetts Avenue Boston, MA 02118 Telephone: (617) 635-5300

Martin J. Walsh  
 Mayor

**ZONING CODE REFUSAL**

Gary P. Moccia  
 Inspector of Buildings

KEVIN CLOUTIER  
 1990 CENTRE STREET  
 WEST ROXBURY, MA 02132

August 07, 2015

**Location:** 8 BANTON ST DORCHESTER, MA 02124  
**Ward:** 16  
**Zoning District:** Dorchester  
**Zoning Subdistrict:** MFR/LS  
**Appl. # :** ERT477906  
**Date Filed:** May 28, 2015  
**Purpose:** Erect 18 unit apartment building per plans. Combine parcels in single ownership: 161500000, 161501000, 161502000, 161503000, 161504000, 161505000, 161506000, 161507000, 161508000, 161509000, 161510000, 161511000, 161512000, 161513000, and merged portions of Northam Park to create one single, 44,605.1 s/f lot. Existing mixed use development on lot. Reference ALT500187 for Use of Premises for combined lot. Lot will consist of existing mixed use and proposed multifamily buildings.

YOUR APPLICATION REQUIRES RELIEF FROM THE BOARD OF APPEAL AS SAME WOULD BE IN VIOLATION OF THE BOSTON ZONING CODE TO WIT: CHAPTER 665, ACTS OF 1956 AS AMENDED:

<u>Violation</u>	<u>Violation Description</u>	<u>Violation Comments</u>
Article 65, Sec 65-41	Off-Street Loading Req.	Off-street loading insufficient
Article 65, Sec 65-41	Off-Street Loading Req.	65-41.4 Off street parking Location
Article 65, Section 41 **	Off-Street Parking	Off street parking insufficient
Article 65, Section 42	Appl. of Dimen Reqs	65-42.13 Two or more dwellings on same lot
Article 65, Section 9	Dimensional Regulations	Lot Frontage insufficient
Article 65, Section 9	Dimensional Regulations	Floor Area Ratio excessive
Article 65, Section 9	Dimensional Regulations	Usable Open Space insufficient
Article 65, Section 9	Dimensional Regulations	Front Yard insufficient
Article 65, Section 9	Dimensional Regulations	Side Yard insufficient
Article 65, Section 9	Dimensional Regulations	Rear Yard insufficient

KEVIN CLOUTIER  
1990 CENTRE STREET  
WEST ROXBURY, MA 02132

August 07, 2015

**Location:** 8 BANTON ST DORCHESTER, MA 02124  
**Ward:** 16  
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THIS DECISION MAY BE APPEALED TO THE BOARD OF APPEAL WITHIN FORTY-FIVE (45) DAYS PURSUANT TO CHAPTER 665 OF THE ACTS OF 1956, AS AMENDED. APPLICATIONS NOT APPEALED WITHIN THAT TIME PERIOD WILL BE DEEMED ABANDONED. IF YOU HAVE INQUIRIES REGARDING THE NEIGHBORHOOD PROCESS AND PUBLIC PARTICIPATION, PLEASE CONTACT THE MAYOR'S OFFICE OF NEIGHBORHOOD SERVICES AT 617-635-3485.



---

Luis Santana  
(617)961-3286  
for the Commissioner

Refusal of a permit may be appealed to the Board of Appeal within 45 days. Chapter 802, Acts of 1972, and Chapter 656, Acts of 1956, Section 19.



Martin J. Walsh  
Mayor

## Boston Inspectional Services Department Planning and Zoning Division

1010 Massachusetts Avenue Boston, MA 02118 Telephone: (617) 635-5300

### ZONING CODE REFUSAL

Gary P. Moccia  
Inspector of Buildings

KEVIN CLOUTIER  
1990 CENTRE STREET  
WEST ROXBURY, MA 02132


August 07, 2015

**Location:** 1815-1831 DORCHESTER AV DORCHESTER MA 02124  
**Ward:** 16  
**Zoning District:** Dorchester  
**Zoning Subdistrict:** MFR/LS  
**Appl. # :** ALT500187  
**Date Filed:** July 29, 2015  
**Purpose:** Combine parcels in common ownership 161500000, 161501000, 161502000, 161503000, 161504000, 161505000, 161506000, 161507000, 161508000, 161509000, 161510000, 161511000, 161512000, 161513000 and merged portions of Northam Park to create one single, 44,605.1 square foot lot. Existing mixed use Development on lot. Reference ERT477906 and for proposed 18 unit residential development with parking. Single lot will consist of existing mixed use and proposed multi-family developments.

YOUR APPLICATION REQUIRES RELIEF FROM THE BOARD OF APPEAL AS SAME WOULD BE IN VIOLATION OF THE BOSTON ZONING CODE TO WIT: CHAPTER 665, ACTS OF 1956 AS AMENDED:

<u>Violation</u>	<u>Violation Description</u>	<u>Violation Comments</u>
Article 65, Section 42	Appl. of Dimen Reqs	65-42.13 Two or more dwellings on same lot
Article 65, Section 9	Dimensional Regulations	Usable Open Space insufficient
Article 65, Section 9	Dimensional Regulations	Rear Yard insufficient

THIS DECISION MAY BE APPEALED TO THE BOARD OF APPEAL WITHIN FORTY-FIVE (45) DAYS PURSUANT TO CHAPTER 665 OF THE ACTS OF 1956, AS AMENDED. APPLICATIONS NOT APPEALED WITHIN THAT TIME PERIOD WILL BE DEEMED ABANDONED. IF YOU HAVE INQUIRIES REGARDING THE NEIGHBORHOOD PROCESS AND PUBLIC PARTICIPATION, PLEASE CONTACT THE MAYOR'S OFFICE OF NEIGHBORHOOD SERVICES AT 617-635-3485.

  
\_\_\_\_\_  
Luis Santana  
(617)961-3286  
for the Commissioner

Refusal of a permit may be appealed to the Board of Appeal within 45 days. Chapter 802, Acts of 1972, and Chapter 656, Acts of 1956, Section 19.



## Exhibit B: Traffic Analysis



111 River Street  
 N. Weymouth, MA 02191-2104  
 Telephone: (781) 589-7339  
 e-mail: jt.gillon@comcast.net

October 30, 2015

Mr. Steven Connelly  
 Connelly Construction Co., Inc.  
 1859 Dorchester Avenue  
 Dorchester, MA 02124

Reference: Traffic Projections  
 Eight Banton Street - Dorchester, MA

Dear Mr. Connelly:

At your request, we are pleased to provide this automobile trip generation assessment for 18 new apartments to be constructed at 8 Banton Street at Dorchester Avenue in the Dorchester section of Boston. The generated trips based on the Institute of Transportation Engineers report is as follows:

<u>Source of Data</u>						
ITE Report (9th Edition)						
ITE Land Use Code: 220						
Apartments						
Volume 2, Pages 332-359						
	AM			PM		
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
Trips per Unit	T = 0.51 (x)			T = 0.62 (x)		
Directional Split	20%	80%		65%	35%	
<b>Trips Projected</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>11</b>
<b>(Based on 18 Units)</b>						

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Trips per Weekday  
 Apartment  
 T= 6.65 (x)  
 Daily Trips Based on 18 Units = 120  
 ++++++

For Dorchester Urban Area, Weekday People Trips = 120 x 1.2 = 144  
 South Dorchester All-Destination Modal Split\*:

	<u>Auto</u>	<u>Transit</u>	<u>Walk &amp; Bike</u>
	74%	11%	16%
For 144 <b>People Trips</b> :	106	15	23

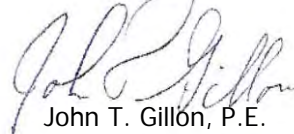
People Trips in Automobiles = 106  
 Automobile Trips = 106 ÷ 1.2 = 88 Daily Auto Trips with 44 Inbound and 44 Outbound

\* Modal Split is From Access Boston

Dorchester Avenue accommodates approximately 700 vehicles per weekday evening peak hour. Based on available data, Dorchester Avenue facilitates about 13,000 vehicles per day. MBTA bus route #18 services this roadway and there is a Bus Stop directly in front of the site. Moreover, the MBTA Red-Line rapid transit Ashmont Station is only 800 feet to the south.

It is my professional opinion that construction of eighteen new apartments will not pose a noticeable traffic problem for motorists currently using these roadways.

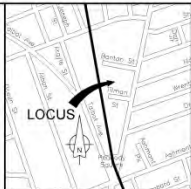
Sincerely,  
GILLON ASSOCIATES



John T. Gillon, P.E.

## Exhibit C: Survey





LOCUS PLAN

SKETCH PLAN SHOWING EXISTING CONDITIONS  
 1815-1831 DORCHESTER AVE. DORCHESTER, MA  
 PREPARED FOR: CONNELLY CONSTRUCTION  
 1859 DORCHESTER AVE. DORCHESTER, MA 02124

DATE: July 20, 2015

© 2015 ALL RIGHTS RESERVED  
**ANDERSON SURVEYS, INC.**  
 Professional Land Surveyors  
 800 HIGH STREET  
 HANSON, MA 02341-0149  
 (781) 293-3349  
 andersonsurveys.com

SCALE: 1" = 16'



RESERVED FOR REGISTRY OF DEEDS

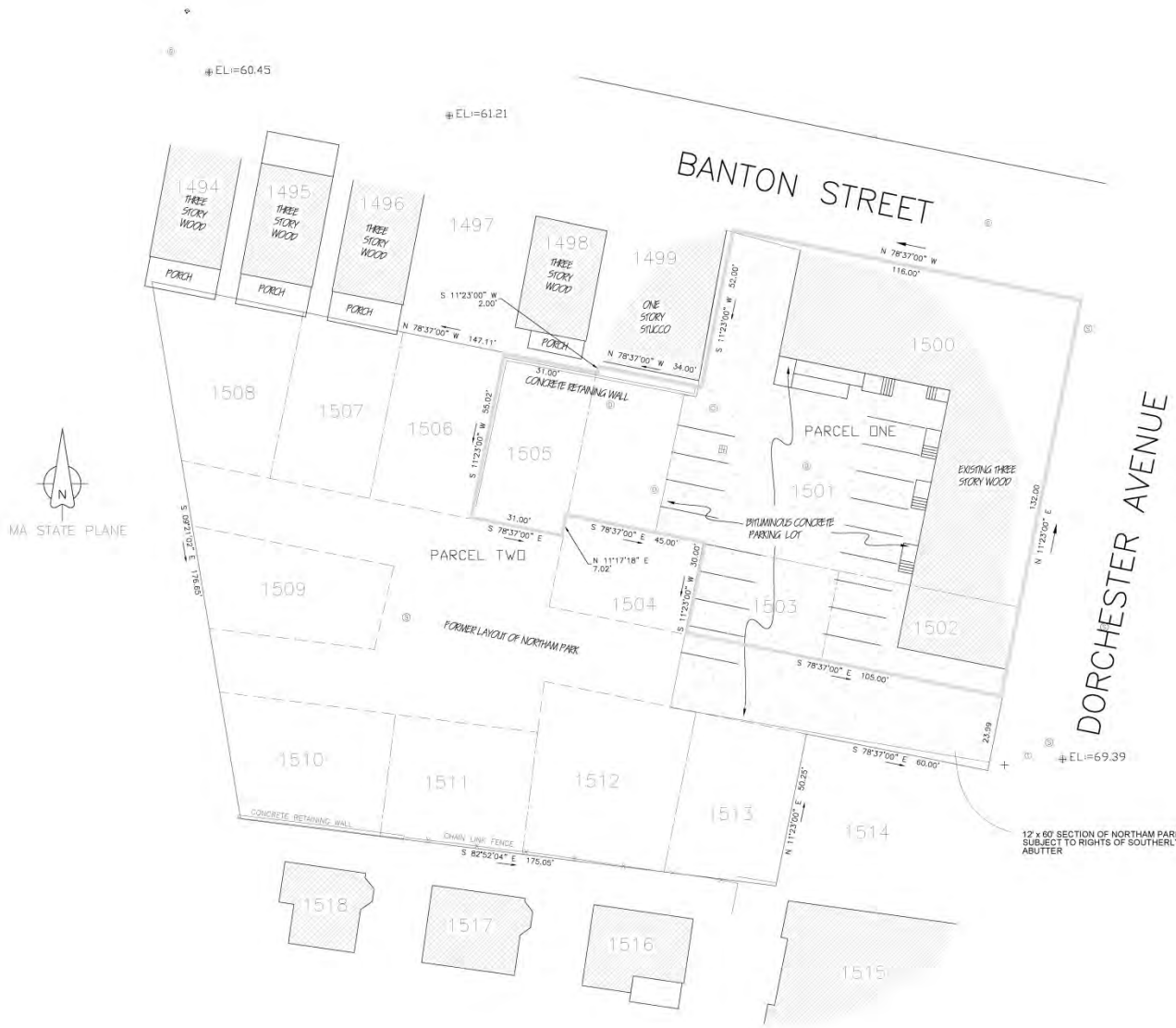


Exhibit D: Renderings, Site Plan, Floor Plan, Building Elevations

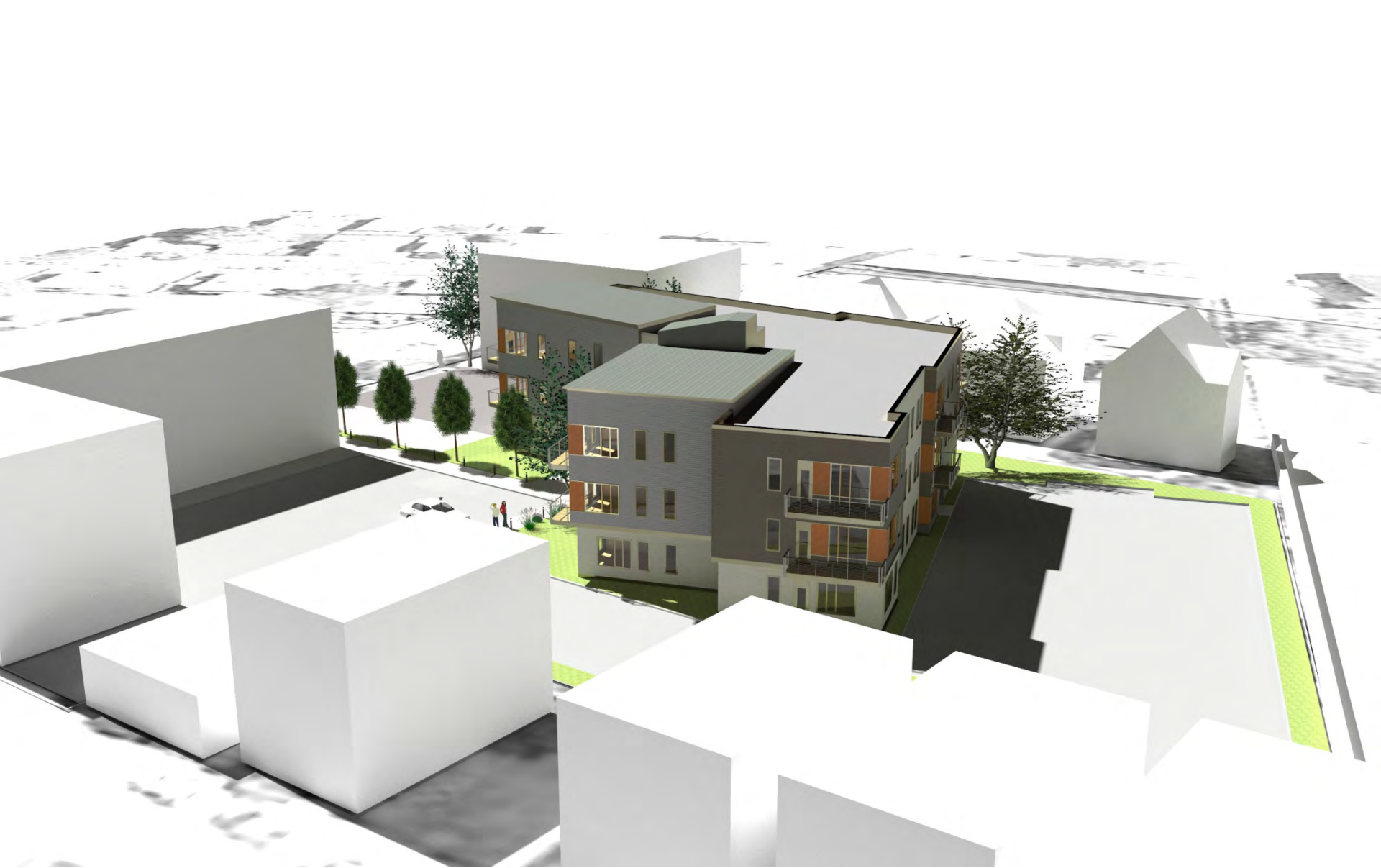


8 BANTON STREET, DORCHESTER

VIEW FROM DORCHESTER AVENUE

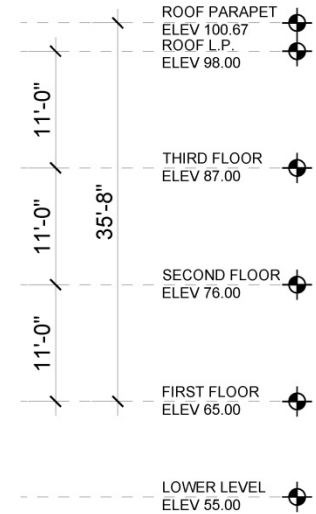




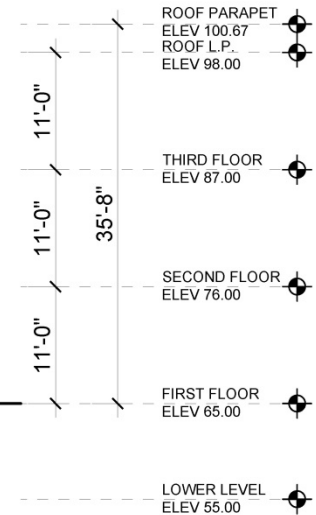








2 NORTH ELEVATION  
SCALE: 1/8" = 1'-0"







1 WEST ELEVATION  
SCALE: 1/8" = 1'-0"

- ROOF PARAPET  
ELEV 100.67
- ROOF L.P.  
ELEV 98.00
- THIRD FLOOR  
ELEV 87.00
- SECOND FLOOR  
ELEV 76.00
- FIRST FLOOR  
ELEV 65.00
- LOWER LEVEL



2 SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"

- ROOF PARAPET  
ELEV 100.67
- ROOF L.P.  
ELEV 98.00
- THIRD FLOOR  
ELEV 87.00
- SECOND FLOOR  
ELEV 76.00
- FIRST FLOOR  
ELEV 65.00
- LOWER LEVEL  
ELEV 55.00

Exhibit E: Diagram of Accessible Routes and Accessibility Checklist





**Article 80 | ACCESSIBILTY CHECKLIST**

**Project Information**

Project Name:	<b>8 Banton Street</b>
Project Address Primary:	<b>8 Banton Street, Dorchester, MA</b>
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	<b>Cheryl Tougias/Principal/Spalding Tougias Architects, Inc. ct@sta-inc.com/617-542-4522</b>

**Team Description**

Owner / Developer:	<b>Connelly Construction</b>
Architect:	<b>Spalding Tougias Architects, Inc.</b>
Engineer (building systems):	<b>TBD</b>
Sustainability / LEED:	<b>TBD</b>
Permitting:	<b>TBD</b>
Construction Management:	<b>TBD</b>

**Project Permitting and Phase**

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

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

**Article 80 | ACCESSIBILITY CHECKLIST**

**Building Classification and Description**

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

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

What is the Construction Type – select most appropriate type?

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

Site Area:	43,886 SF	Building Area:	21,960 SF
Building Height:	35 Ft.	Number of Stories:	3 Flrs.
First Floor Elevation:	65.0 Elev.	Are there below grade spaces:	Yes / No

**Assessment of Existing Infrastructure for Accessibility:**

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

Provide a description of the development neighborhood and identifying characteristics.

The surrounding area is comprised of a mix of apartment buildings, triple deckers, two families, commercial and retail business' along Dorchester Avenue. Banton Street which runs east-west between the MBTA Red Line rail tracks and Dorchester Avenue contains triple deckers, commercial and industrial uses.

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

The project site is a short walk to Peabody Square and nearby recently renovated MBTA Red Line Ashmont Station which includes Red Line rail service, trolley service and local and regional bus service.

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

Carney Hospital, St Mark’s Church, St. Gregory’s Church, The Carruth mixed use development and Dorchester Park are all a short distance away.

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

No. Refer to above.

**Surrounding Site Conditions – Existing:**

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

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

Yes. The existing site has sidewalks along Banton Street and Dorchester Avenue. The proposed project will provide a concrete sidewalk connection from Dorchester Avenue directly to the building site and lobby.

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

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

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

The existing surrounding sidewalks and ramps on Dorchester Avenue and Banton Street are to remain and appear to have been poured fairly recently. All sidewalks and pedestrian ramps within the site will be new. It is not known whether the existing sidewalks along Dorchester Avenue and Banton Street have been verified as compliant.

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

No, it is not.

**Surrounding Site Conditions – Proposed**

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking

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

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

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

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

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?

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

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

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

<p>The proposed pedestrian zone connector sidewalk connecting Dorchester Avenue into the site and leading to the building lobby is proposed to be 7'-0" wide. It would contain an additional greenspace zone of 3'-0" with bollard lighting and plantings.</p>
<p>Neighborhood connector sidewalk guideline was applied.</p>
<p>The proposed sidewalk on private property connecting the site to Dorchester Avenue is proposed with a 3'-0" greenspace and furnishing zone and 7'-0" pedestrian zone.</p>
<p>The proposed sidewalk material for the pedestrian zone will be concrete and is located on private property.</p>
<p>No. It is on private property abutting Dorchester Avenue.</p>
<p>No, just as noted above.</p>
<p></p>

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**Proposed Accessible Parking:**

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

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

27 surface parking spaces will be provided under the new construction.

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

2 accessible parking spaces are provided.

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

No.

Where is accessible visitor parking located?

The accessible parking spaces are adjacent to the accessible front entrance.

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

No.

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

Refer to the attached accessible route diagram.

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**Circulation and Accessible Routes:**

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

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

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

**Accessible Units: (If applicable)**

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

What is the total number of proposed units for the development?	18 apartment units.
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	18 apartments will be for rent. Two units will be affordable per the City's inclusionary zoning requirements. Market value vs. affordable TBD.
How many accessible units are being proposed?	All of the units will be designed to meet the Fair Housing Act and the Massachusetts Architectural Access Board Group 1 dwelling unit requirements .

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Please provide plan and diagram of the accessible units.

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

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

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

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

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

Thank you for completing the Accessibility Checklist!

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

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



Exhibit F: St. Marks Area Civic Association Letter



# ST. MARK'S AREA CIVIC ASSOCIATION

## SMACA

[www.stmarkscivic.com](http://www.stmarkscivic.com)

39 King St. Unit 3  
Dorchester, MA 02122  
617-848-8222

### Board of Directors

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## Updated and Corrected Notification

October 2, 2015

Zoning Board of Appeals  
1010 Massachusetts Avenue  
Boston, MA 02118-2600

### Variance Hearing for Banton Street, Dorchester Application Number: ERT477906 and ALT500187

At the regular monthly meeting of the St. Mark's Area Civic Association (SMACA) that took place on Tuesday, September 29, 2015 Steven Connelly and his lawyers Kevin Cloutier and Cheryl Tougias presented their request to construct an 18-unit multifamily building on a lot located at the intersection of Dorchester Avenue and Banton Street and to consolidate the parcels making up the whole lot.

Following the discussion with a question and answer session, a vote was taken of the members present as to whether or not to support the petitioner's request. The membership voted to support the proposal as presented

Sincerely,

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Douglas Shaheen, Secretary  
St. Mark's Area Civic Association