



The Logan at Fairmount

Proposed Mixed-Use Residential Apartment Building

99-105 Fairmount Avenue, Hyde Park, MA

Owner/Developer:	The DiSipio Building Group Hyde Park, MA
Attorney:	Pulgini & Norton, LLP Braintree, MA 02184
Architect:	Rick Schmidt Architect, LLC Chestnut Hill, MA
Transportation Planners:	Howard Stein Hudson Boston, MA 02108
Landscape Architect:	Verdant Landscape Architecture Brookline, MA 02446
Civil Engineer &	Norwood Engineering, Inc. Norwood, MA 02062

September 20, 2019

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September 23, 2019

Mr. Brian Golden
Director
The Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

**99-105 Fairmount Avenue, Hyde Park, Massachusetts
Article 80E, Small Project Review Application**

Dear Director Golden:

On behalf of the DiSipio Building Group, I am pleased to submit this letter as Notice of our Small Project Review Application Submission under Article 80E of the Boston Zoning Code, in connection with the proposed development at 99-105 Fairmount Avenue in Hyde Park.

The proposed project is a four-story building comprised of 47 residential units, with a residential lobby on the first floor. There will be two retail spaces affronting Fairmount Avenue, parking for 33 cars will be located at the lower level with access via Maple Street, and there will be onsite bicycle spaces provided. This proposed project is located directly across from the Fairmount Commuter Rail Station, providing convenient access to South Station.

On behalf of the development team, we would like to express our excitement in moving this proposal forward, and we look forward to continuing our strong working relationship with the BPDA, the Hyde Park Community, and elected officials in the months ahead.

Sincerely,


John A. Pulgini

CC: Jonathan Greeley, BPDA
John Campbell, BPDA
Michael Christopher, BPDA
Tim McCarthy, Boston City Council
Bryan Flynn, Mayor's Office

1.0 - Introduction

The Proponent of the project is the DiSipio Building Group. Led by Giacomo DiSipio and his sons, Joe, Anthony, and Mino. The family has been building homes in and around the Boston area for over 30 years. Their experience varies from single family homes to multi-story, mixed-use (residential and commercial) buildings like the recently completed 17-Unit, 1789 Centre Street in West Roxbury. They have been, and continue to be, part of the Hyde Park community for over 45 years and are excited to see the growth of Hyde Park into a thriving part of the city by adding new housing opportunities.

The DiSipio Building Group assembled this project team to develop a design for a new 4-story, mixed-use (residential and commercial) building on this 29,326 sf site at 99-105 Fairmount Avenue, Hyde Park. There are 4, 2-family homes on the site. The 2-families were built by the DiSipio Building Group in 2004.

The program for the proposed 4-story, 49,950 sf, 47-Dwelling Unit building is comprised of:

- Garage (Lower Level): The Maple Street residential lobby, occupant parking (for both cars and bicycles), a delivery area and support space for building utilities.
- 1st Floor: The Fairmount Avenue residential lobby, 2-commercial units, Multi-Purpose Space and 9-Dwelling Units.
 - There is both common and private 1st floor outdoor garden space for building residents.
- 2nd-4th Floors: 38-Dwelling units.
 - There are common roof decks which will provide outdoor space for building residents at the 4th floor and at the roof.
 - The roof deck is services with an elevator and stair head houses provide roof access and egress.

The pedestal base type building will be constructed with a concrete foundation and steel framed first-floor of Type-1A construction. The second floor through the roof will be constructed with load-bearing, Type-3B wood framed interior and exterior walls, with an engineered wood framed floor and roof for the majority of the residences. A concrete slab on metal deck at the second floor will create a 3-hour rated horizontal fire separation between the two construction types. The majority of exterior walls will be clad with cement fiber siding. A portion of the first floor exterior wall will have masonry veneer. The building will have an elevator.

1.1 - Project Team

Owner/Developer:

DiSipio Building Group
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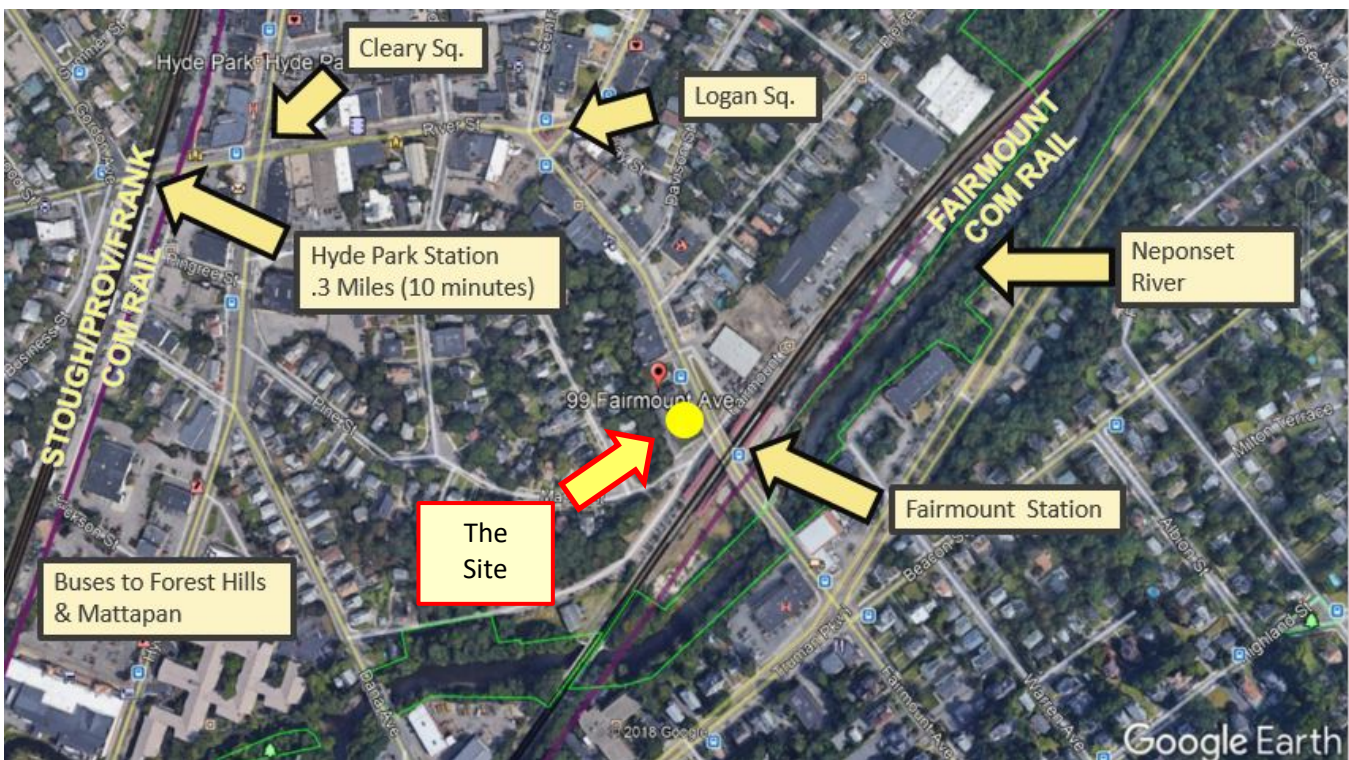
Transportation Planners: Howard Stein Hudson
11 Beacon Street
Boston, MA 02108

Landscape Architect: Verdant Landscape Architecture
318 Harvard Street
Suite 25
Brookline, MA 02446

Civil Engineer & Norwood Engineering, Inc.
1410 Route One
Norwood, MA 02062

1.2 - Neighborhood Context

The project site is located southeast of Logan Square in Hyde Park



Neighborhood Locus

The building site is adjacent to Fairmount Station on the Fairmount Branch of the MBTA Purple Line. The buildings to the northwest of the site on Fairmount Avenue are 1-3 story mixed use buildings.

The neighborhood on Oak Street is comprised of wood-framed multi-family dwellings.

1.2 - Neighborhood/Context

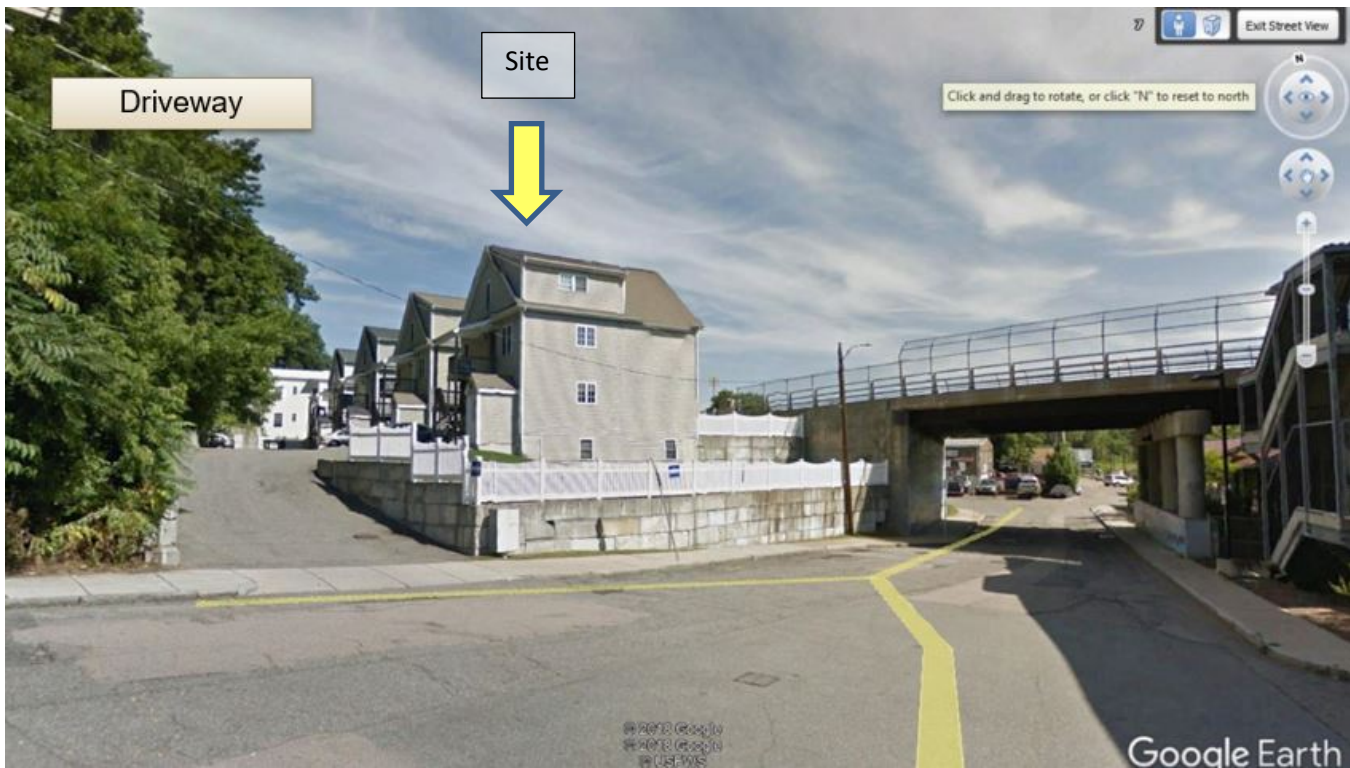


Proposed project site looking southeast on Fairmount Avenue.

1.2 - Neighborhood/Context



Proposed project site looking northwest on Fairmount Avenue.



Project site looking northwest on Maple Street.

1.2 - Neighborhood/Context



Fairmount Commuter Rail Station looking north from Maple Street



Oak Street abutters, looking northeast.

1.3 - Project Description

1.3a - Project Area and Program Summary

Project Area			Program		
Floor	Zoning Area				
Roof	535	sf	Studio	1	Units
4	11,355	sf	1BR	29	Units
3	12,335	sf	2BR	17	Units
2	12,335	sf	Total	47	Units
1	12,540	sf	Commercial	2	Units
Garage	850	sf	Parking	33	Spaces
Total	49,950	sf			

1.3b - Design Process

The design of the proposed building has been shaped by pre-filing input from the BPDA and City of Boston Transportation Department. During the pre-filing phase of the project, meetings were held on January 3, 2019, May 23, 2019 and July 31, 2019. The meetings were attended by representatives of the BPDA, Mayor’s Office and Transportation Department.

1.3c - Urban Design

The project proposes to replace 4 existing 2-family dwellings with a new mixed-use, 47-dwelling unit, transit oriented development.

The building is sited to reflect the *City of Boston Complete Streets* principles.

- Commercial Space and the main lobby are positioned along Fairmount Avenue to contribute to activating the sidewalk and creating a vibrant pedestrian streetscape;
- A second lobby is provided on Maple Street, creating direct access to and from the Fairmount commuter rail station;
- Fairmount Avenue will be further enhanced with the introduction of an improved sidewalk and new landscaping;
- Indoor bicycle storage will be provided on the garage level of the building;
- Accessible outdoor space for residents of the building is proposed at the 1st floor, 4th floor and roof. This outdoor space has been designed to serve as a buffer between the proposed building and the abutters;
- The parking for the building is located below grade in a garage accessed from Maple Street;
- Vehicular access and egress will be via a new curb cut on Maple Street. The new vehicular access and egress access point is designed in compliance with the City of Boston Access Guidelines.

1.3d - Building Design

- The façade design and scale reflect the residential nature of the building through the development of window patterns and the exterior cladding materials
- Face brick is proposed for the 1st floor of the Fairmount Avenue façade and for the lower level of the Maple Street façade. A panelized fiber cement siding reveal system is proposed for the projecting bays along Fairmount Avenue. The remainder of the 2nd – 4th floors façades will be clad with more residential scaled cement fiber, clap board siding;
- The building design takes advantage of the sloping site, burying the required parking below grade;
- The roof parapet will minimize views of mechanical equipment;
- Head houses required to access the roof are sloped to minimize visibility;

- Building entrances are proposed at the base of the building along Fairmount Avenue to promote pedestrian activity and encourage street life;
- Outdoor common-use space is provided at the 1st, 4th and roof levels;
- The base of the building is delineated with generous and welcoming storefront openings to activate the base of the building;
- The fenestration pattern and scale changes to define the location of the main entrance;
 - Building signage is incorporated into the entrance design to further delineate.

1.3e - Accessibility (Refer to Part 2 “Accessibility Checklist”)

- Accessible building entrances are located at grade along Fairmount Avenue and Maple Street;
- All of the dwelling units are designed to be handicap adaptable per 521 CMR;
 - In addition, two Group 2 accessible units are provided (see floor plans, drawing AR1.0-AR1.5).

1.3f - Site Design (Civil)

One of the most significant project challenges related to the siting of the building is the existing **Fairmount Avenue Bridge** which abuts the site along Fairmount Avenue and has related retaining walls beneath it along Maple Street. The portion of Fairmount Avenue abutting the site was constructed under the jurisdiction of the Commonwealth of Massachusetts as a State Highway. There are significant existing retaining walls along the east edge of the site that influence the positioning of the building on the site, requiring the design team to create a buffer zone of outdoor space to keep the new building foundations outside of the zone of influence of the existing retaining wall. The portion of Fairmount Avenue considered a State Highway has existing galvanized steel guardrails along the property line. The design of The Logan at Fairmount proposes to replace the existing guardrails with new board formed cast-in-place concrete walls which are designed to create an accessible path to the first floor program spaces which face Fairmount Avenue.

The **stormwater management plan** will be based on a multi-dimensional approach, which recognizes the need for site planning, source control of potential contaminants and treatment methods to ensure the protection of ground water and downstream resource areas.

It will be developed in compliance with Boston Water and Sewer Commission (BWSC) regulations, the Stormwater policy Handbook issued by the Department of Environmental Protection (DEP) and the U.S. Environmental Protection Agency’s (USEPA) NPDES general Permit Program for stormwater Discharges from Construction Sites. The project will be designed to minimize impacts on downstream resource areas from the construction and operation of the proposed project.

The **domestic water service** to the proposed building will be tapped off the existing water mains within Fairmount Avenue or Maple Street. The final location will be based on the results of a Boston Water and Sewer Commission Flow Test and the size of the service to be determined by the project’s mechanical engineer. The water service will have a meter that will be installed with meter transmitting units in accordance with Commission’s Automatic Meter Reading System. The exact size and location of the water meter will be determined during the final design and Site Plan Approval process.

Fire protection connection for the building may fall within Fairmount Avenue or Maple Street depending on the Flow Test results and the fire protection engineer’s requirements. If required any new hydrant locations will be coordinated with BWSC and Boston Fire Department. The building exteriors will also feature Siamese Connections for additional fire protection. All services, both domestic and fire protection will have backflow prevention devices.

The proposed **sewer connection** serving the proposed building will be made at the existing sewer main within Maple Street. It is anticipated that the existing BWSC sewer will be able to accommodate the anticipated flows generated by the Project.

The final design and locations of the drain, water and sewer services will be determined after the City's Design Review of the project. Site plans for the proposed project will then be prepared and submitted for approval to the Boston Water and Sewer Commission after the Design Review is completed.

1.3g – Site/Landscape Design

The design of the landscape is based on THREE objectives:

1. Create a pedestrian/oriented landscape plan that fosters commercial use and residential living on the site;
2. Mitigate the impact of the new building on the abutting residences; and
3. Utilize best practices for environmental landscape design.

Spatial Organization and Circulation

The proposed Mixed Use building fronts both on Fairmount Avenue and on Maple Street across from the rail line. The commercial storefronts will be accessed via Fairmount Avenue, while residential lobby entries will be located along both Fairmount Avenue and Maple Street. The development takes advantage of the grade change between these two streets by locating a basement level garage with access from the lower Maple Street. Due to the slope of the road up to the bridge, two residential units have front patios and entries facing Fairmount Avenue – though they are partially hidden by the bridge abutment. Residential units that face the rear will have direct access to private patios with gardens and privacy fencing.

The sloped public sidewalk along Fairmount Avenue poses a significant challenge in designing accessible entries for the doorways to the retail spaces, the lobby, and to the two residential units. A series of low, stepped planter retaining walls and curbs, are designed to limit entry points from the public sidewalk into accessible paved entry areas at each of the Retail areas – each with varying threshold elevations that follow the grade. The retaining planter walls act as both seat walls and as a way to contain a diverse selection of understory native plants with one street tree in each retained area.

The Boston Complete Street guidelines indicates that a Neighborhood Connector or Neighborhood Main Street type should include a preferred 9' width pedestrian zone and preferred 5' furnishing zone and preferred 2' width frontage zone. Due to the multi-jurisdictional complications of this section of roadway at the Fairmount bridge, as well as the slope of the roadway and sidewalk, it is not possible to expand the pedestrian zone beyond its current 5'-6" concrete + 6" granite curb width. As described above, the project does achieve ADA accessibility throughout and a generous furnishing zone despite these challenges.

A shared patio at the rear of the building is designed to be flexible for larger gatherings, if needed, or smaller groups in several nooks separated by plant beds. A low retaining wall, approximately 3.5 feet in height, will retain the rear wooded slope. Significant existing trees on the slope will be protected during construction and

additional native plantings are to be provided to reinforce a vegetated buffer between the new residences and the existing neighbors.

To be proposed and negotiated with the direct abutter only if abutter desires:

The property of the abutter at the southern corner jogs toward the development and slopes drastically down to meet the sidewalk. To mitigate the impact of the development on this abutter, a retaining wall is shown at their property line. Their usable rear yard open space would be greatly increased with this added elevation and space created by the retained area. If the abutter is not interested in this improvement, the project will not include it.

1.3h - Traffic and Parking

While not required, the Project’s transportation impacts were assessed and summarized in the Transportation Factsheet found in Section 2. The proposed Project is not expected to generate a substantial number of new vehicle trips due to the relatively small size and the transit-oriented nature of the mixed-use development next to Fairmount Station. With 11-net new vehicle trips in the a.m. peak hour (3 entering, 8 exiting), and 20 new trips in the p.m. peak hour (11 entering, 9 exiting) the Project should have little impact on the surrounding transportation infrastructure. On-site parking of 33 spaces will be provided in a below grade garage. The residential parking ratio of 0.7 spaces per dwelling unit is slightly below the City of Boston’s parking maximums for the Hyde Park area of 1 to 1.5 spaces per unit but will be more than adequate for this transit-oriented mixed-use development.

1.3i - Zoning Review

Zoning Review. City of Boston Zoning Code-Article 69 Hyde Park Neighborhood District. Zoning Subdistrict: 2F-5000 (Two-family Residential) per Map 12. The site directly abuts an NS-2 (Neighborhood Shopping) district. In fact, the NS-2 boundary surrounds the site on the north, east and south boundaries, positioning the property within the 2F-5000 district. Properties immediately adjacent to the site on the north and east are within the NS-2 district. The site is within the Neighborhood Design Overlay District.

Article 69 Table – A. Use Regulations (Two-family Residential Subdistrict) A Multi-family dwelling is a forbidden use in the district and will require zoning relief.

First-floor uses such as accessory parking, retail, office and/or food service are forbidden uses in the district and will require zoning relief.

Article 69. Table – C. Dimensional Regulations

Two-family Residential Subdistrict	Required/Allowed	Proposed	NS-2 (For comparison)	Comments
Maximum Floor Area Ratio (FAR)	0.5	49,950 sf/29,326= 1.70	2.0	Zoning relief required
Maximum Building Height	2 ½ stories/35 feet	4 Stories/50’-7 1/2”	40 feet	Zoning relief required
Minimum Lot Size	N/A	N/A	None	Compliant
Minimum Lot / D.U.	5,000 sf for 1 unit/ 8,000 sf for 2 units	29,326 sf	None	Zoning relief required

Two-family Residential Subdistrict	Required/Allowed	Proposed	NS-2 (For comparison)	Comments
Usable Open Space / D.U.	1,750 s.f./D.U.	14,265 sf (356 sf/ D.U.)	None Many Boston NS districts req. 50 sf/DU	Zoning relief required
Minimum Lot Width	50 feet	219.16'	None	Compliant
Minimum Lot Frontage	50 feet	219.16'	None	Compliant
Minimum Front Yard Setback	20 feet/ Conform w exist'g build'g alignment per 69-30.	6 feet	None	Compliant
Minimum Side Yard Setback	10 feet	Varies 8.0' north side 18.7' – 26.42' south side.	None	Zoning relief required
Minimum Rear Yard Setback	40 feet	47.9' (Garage)/ 62.8' (Building)	None	Compliant
Maximum Rear Yard Occupancy by Accessory Buildings	25%	N/A.	N/A	Compliant

NOTES:

69-24. Projects within an NDOD are subject to Boston Landmarks Commission review.

69-29. Off-street Parking and Loading

- Table F: 2.0 spaces per dwelling unit. Note: NS-2 1.0 spaces per dwelling unit.
 - 99 spaces required (2 /DU + 5 Commercial) / 33 spaces proposed
 - 0.7 Spaces per DU proposed. **Zoning relief required.**
- Table G: Off-street Loading: 1.0 Loading space for buildings 15,001 sf- 49,999 sf.
 - 1 Loading Space required. 1 Proposed.
- Inclusionary Development Policy (IDP): 13% = 6.11 rounded down to 6 Units (47x13%)

Variances will trigger BPDA Design Review under Article 80-Small project (less than 50,000 sf)

1.3j - Anticipated Permit Requirements

The table below lists the permits and approvals that are anticipated for this project.

Agency	Permit or Action
Boston Planning & Development Authority (BPDA)	Article 80E Small Project Review (SPR)
City of Boston Public Works and Public Improvements Commission (PIC)	Fairmount Avenue and Maple Street sidewalk design and street plantings; Construction fencing

Agency	Permit or Action
Boston Zoning Board of Appeals (ZBA)	
Boston Landmarks Commission	NDOD calls for BLC review. Buildings proposed to be demolished are 15 years old.
Boston Transportation Department	
Massachusetts Bay Transportation Authority (MBTA)	Adjacency to commuter rail station
Commonwealth of Massachusetts	Alterations to sidewalks and guard rails along Fairmount Avenue
Boston Fire Department	Approval for fire detection, suppression and life/safety system design
Boston Water and Sewer	Approval for sewer, domestic water and storm drainage connections
Boston Department of Inspectional Services (ISD)	Compliance with MA State Building Code for issuance of building permit

1.3k - Construction Impact

No negative impact is anticipated on the site or surrounding area. All staging, construction materials, equipment, storage, and most worker/parking can be accommodated on the site. We anticipate obtaining a permit (from the public works department) to install temporary fencing on parts of the public sidewalk. In addition, there will be numerous police details anticipated as necessary throughout the construction process. The biggest impact will be at the excavation/foundation stage of the job because of limited storage and staging for material and equipment. All efforts will be made to minimize the foundation installation impact on the traffic and pedestrian flows. The same attention to minimize any negative impact to the area will be followed by the project management team for the entire length of construction.



Transportation Fact Sheet

99-105 Fairmount Avenue

Project Description

The proposed Project consists of the redevelopment of a site containing four two-family homes at 99-105 Fairmount Avenue in the Hyde Park neighborhood of Boston. The Project site is bounded by a mix of retail and commercial buildings to the north, Fairmount Avenue to the east, Maple Street to the south, and residential buildings to the west. Fairmount Station of the MBTA Commuter Rail is located adjacent to the southeast corner of the Project site, approximately 250 feet away.

The proposed redevelopment will consist of a four-story building with 47 residential units, 2,540 sf of commercial space, and 33 parking spaces in a below grade garage.

A site location plan is provided in **Figure 1**.

Site Access

The ground floor site plan for the proposed Project is provided in **Figure 2**.

PEDESTRIANS

Primary pedestrian access to the building will be provided by along Fairmont Avenue for access to the residential space and for each of the commercial spaces. Additional pedestrian access along Maple Street will be provided for residents utilizing the Fairmount Station.

VEHICLES

Vehicular access will be provided by an existing curb cut and driveway along Maple Street to the south of the site. Loading and service activity, including deliveries, move-in and move-out (with appropriate BTM permit), and trash/recycling collection will occur within the site.

BICYCLES

The Project will supply a minimum of 47 secure bicycle parking/storage spaces within the parking garage, at a rate of one secure indoor bicycle parking space per residential unit as required by BTM.



Figure 1. *Site Location*

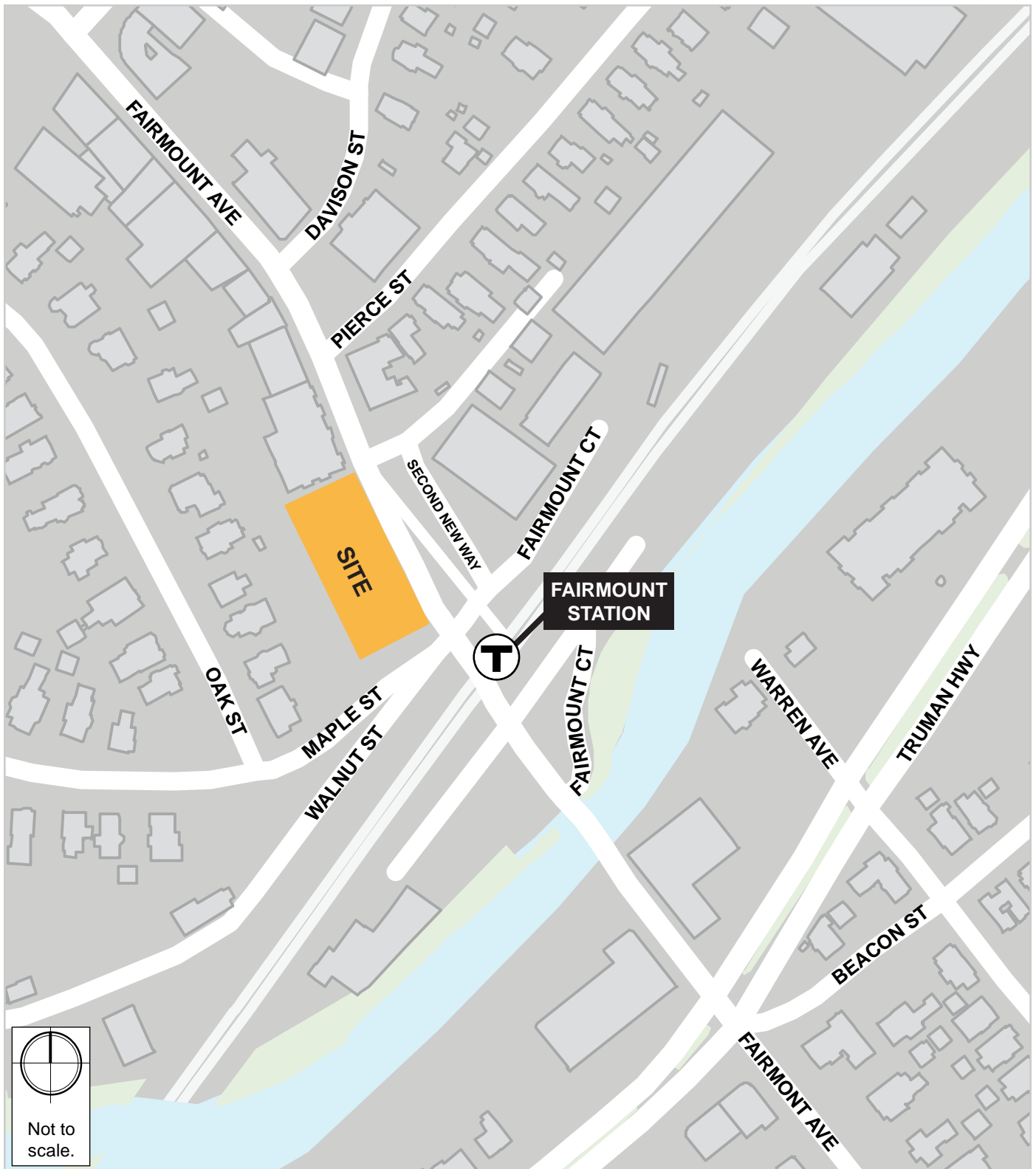
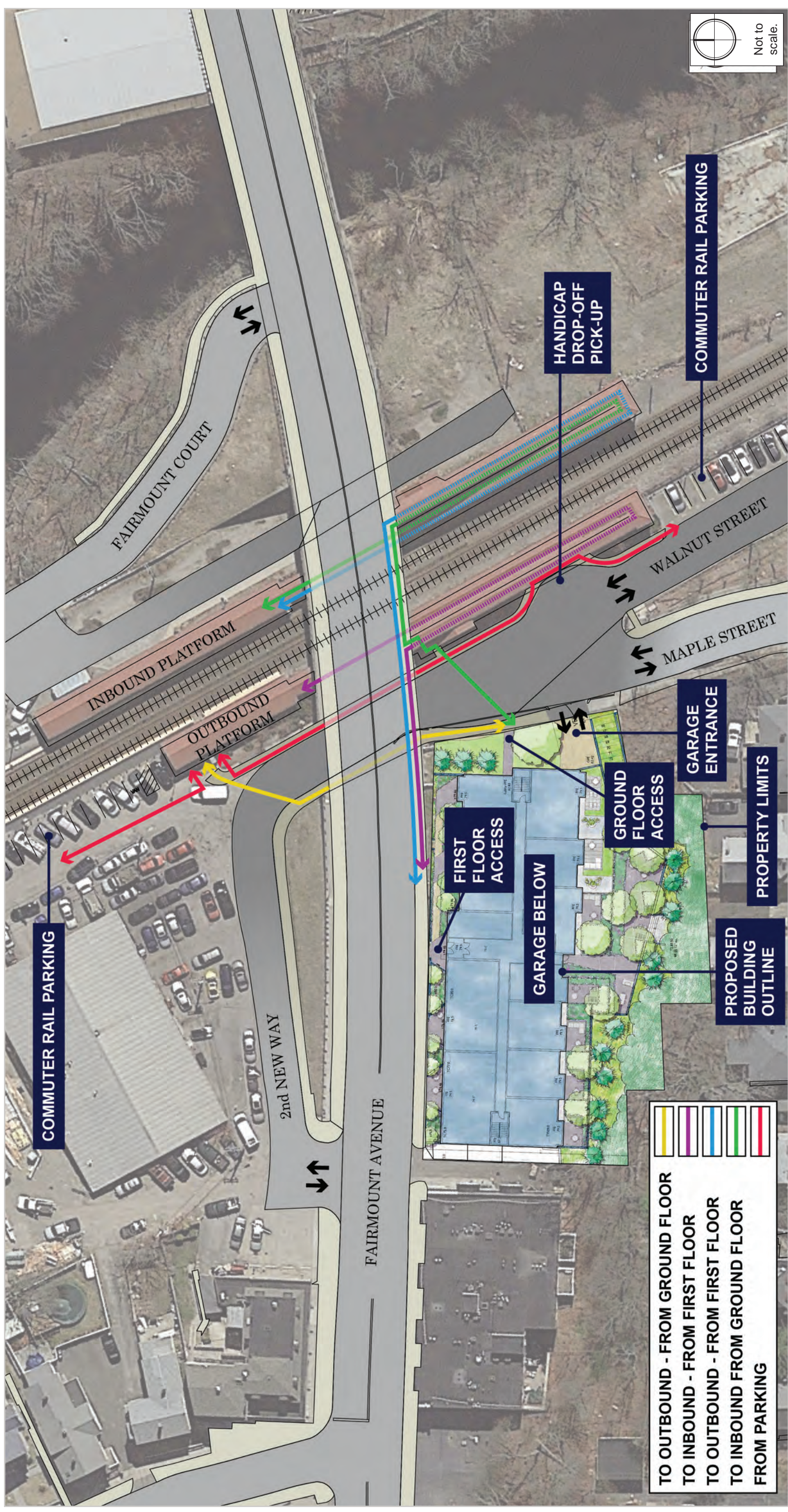




Figure 2. Fairmont Avenue Access





Transit Oriented Development

As shown in **Figure 3**, the Project site is close to multiple modes of alternative transportation including public transit and car share (Zipcar) locations. The availability of these choices and the ongoing trend in reduced auto ownership support transit-oriented development (TOD) principles resulting in lower parking demands and fewer vehicle trips.

Current trends indicate that parking demand in Boston is decreasing in all neighborhoods and across all land uses. This is due to a variety of reasons but primarily involve shifting demographics, cost of parking and auto ownership, access to improved transit service, aggressive implementation by the City of on-street bicycle facilities (bike lanes, cycle tracks), the advent of both car sharing (Zipcar) and bicycle sharing services (BLUEbikes), rise in ride sharing services (Uber, Lyft), and the general social and environmental concerns of car ownership and use.

PUBLIC TRANSPORTATION

The Project is provided with excellent public transportation service and is located within walking distance of two MBTA Commuter Rail Stations, which provide connections to the MBTA Orange and Red Lines, as well as four MBTA bus routes. Fairmount Station, approximately a minute walk from the Project site, provides service between Readville and South Station in downtown Boston via the Fairmount Line. Hyde Park Station, located less than a 10-minute walk from the Project site, provides service between Wickford Junction/Stoughton and South Station via the Providence/Stoughton Line. MBTA bus routes 24 and 33 provide service in the vicinity of the Site. The MBTA 24 bus runs along Fairmount Avenue, adjacent to the Project site, and provides service between the Mattapan Trolley at Mattapan Station and Wakefield Avenue/Truman Parkway. The MBTA 33 bus stops just north of the Site at River St/Central Ave and provides service between Dedham and Mattapan Station. MBTA bus routes 32 and 50 provide service along Hyde Park Avenue, less than a 10-minute walk west of the Project site, to connect to the Orange Line in Forest Hills.

CAR SHARE

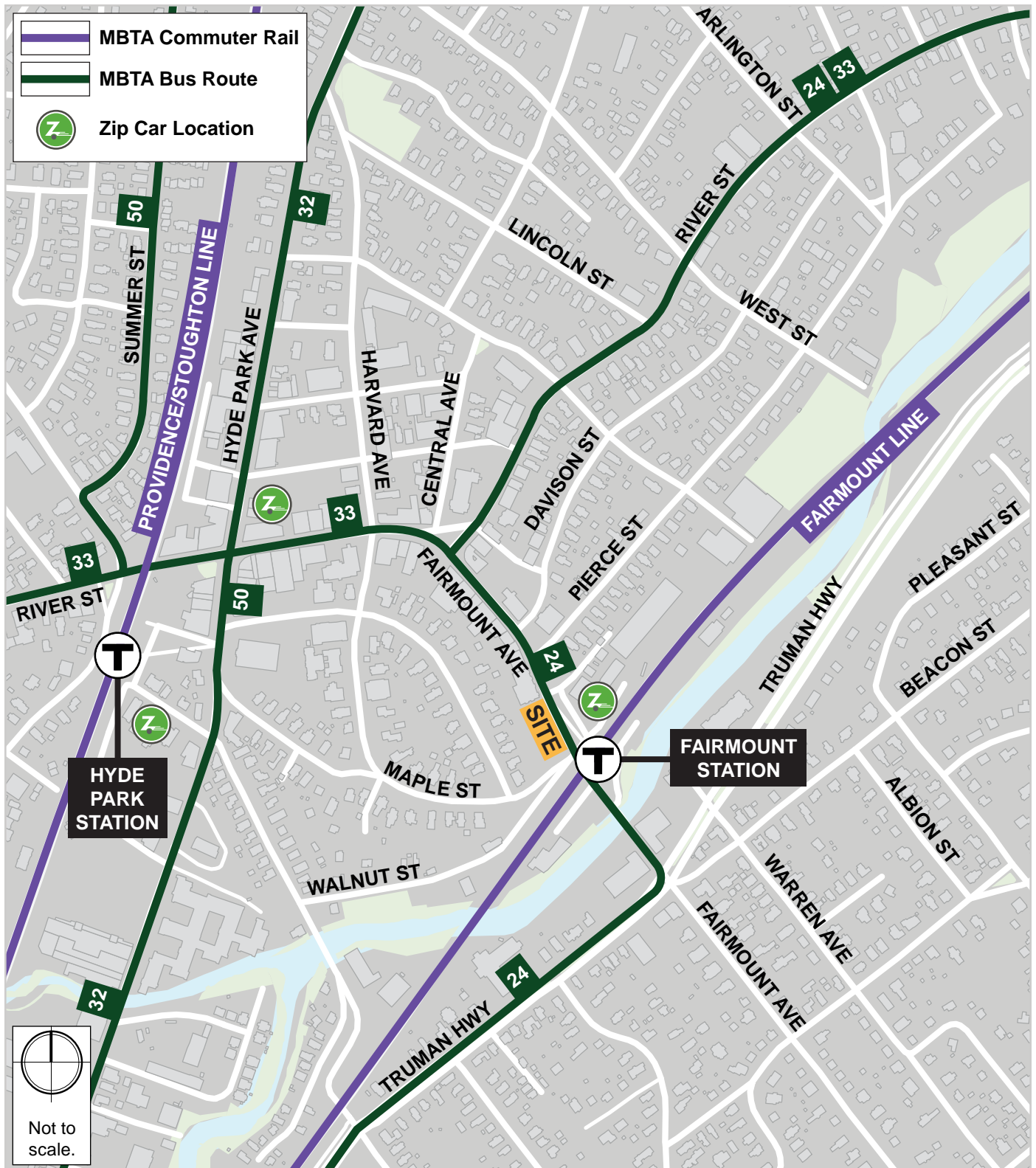
Three Zipcar locations are provided within a 10-minute walk from the Project site at Fairmount Station, Hyde Park Station, and 91 Winthrop Street.

PARKING

The parking goals developed by the BTB for this section of Hyde Park are a maximum of 1.0 to 1.5 parking spaces per residential unit. As previously mentioned, the Project will include 33 parking spaces in a below grade garage. The 33 parking spaces results in a parking ratio of approximately 0.70 parking spaces per residential unit, less than the BTB parking ratio maximum for the area.



Figure 3. *Alternative Modes of Transportation*





Trip Generation

TRAVEL MODE SHARE

A travel mode share is the percentage of travelers using a particular type of transportation. As previously noted, the Project site is conveniently located in proximity to multiple modes of transportation including public transit and Zipcar locations. As is standard practice, specific neighborhood mode shares are used to estimate the number of new vehicle trips, transit trips, and walk/bicycle trips generated by the Project. According to the U.S. Census Bureau, 2013-2017 American Community Survey (ACS), the travel mode shares for Hyde Park are 6 percent walk/bike/other, 19 percent transit, and 75 percent vehicle. Since the ACS data is not provided for retail uses, mode share data provided by the Boston Transportation Department (BTD) was used to establish how trips to the retail shops would be made.

EXISTING SITE

The existing site traffic was estimated to include in future net site generated trip making. The estimate of existing trips (based on land use) are subtracted from projected new future trips when assessing a site with existing and active land uses. Trip generation based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, was applied to the existing uses. The trips generated by the existing four two-family homes were estimated using Land Use Code (LUC) 221 – Multifamily Housing Mid-Rise (3-10 floors) based on 8 units.

NEW LAND USES

The trips generated by the proposed Project were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, using the following Land Use Codes (LUC):

- LUC 220 (Multifamily Housing Mid-Rise (3-10 floors)) – based on 47 units,
- LUC 820 (Shopping Center) – based on 2,540 square feet.

Table 1 shows vehicle trip generation for the proposed Project and the associated reduction of trips due to the removal of existing land uses.



Table 1. Net New Vehicle Trip Generation

Time Period/ Direction	New Project Vehicle Trips			Existing Vehicle Trips		Net New Vehicle Trips	
	Residential ¹	Commercial ²	Total New Trips	Residential ³	Total Existing Trips		
Daily	In	96	39	135	-16	-16	119
	Out	<u>96</u>	<u>39</u>	<u>135</u>	<u>-16</u>	<u>-16</u>	<u>119</u>
	Total	192	78	270	-32	-32	238
a.m. Peak Hour	In	3	1	4	-1	-1	3
	Out	<u>9</u>	<u>1</u>	<u>10</u>	<u>-2</u>	<u>-2</u>	<u>8</u>
	Total	12	2	14	-3	-3	11
p.m. Peak Hour	In	9	4	13	-2	-2	11
	Out	<u>6</u>	<u>4</u>	<u>10</u>	<u>-1</u>	<u>-1</u>	<u>9</u>
	Total	15	8	23	-3	-3	20

1. Based on 47 residential units.
2. Based on 2,540 sf commercial space.
3. Based on four two-family homes (8 residential units).

Summary

The proposed Project is not expected to generate a substantial number of new vehicle trips during the a.m. and p.m. peak hours due to the relatively small size of the Project and the proximity to alternative transportation modes. The Project is expected to generate approximately 1 new vehicle trip every 5 - 6 minutes during the weekday a.m. peak hour and approximately 1 new vehicle trip every 3 minutes during the weekday p.m. peak hour, resulting in a negligible impact on surrounding transportation infrastructure. While the traffic impacts related with the new trips will be minimal, the Proponent will continue to work with the City of Boston to create a Project that efficiently serves the limited number of vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. The Proponent is prepared to take advantage of excellent public transit access in marketing the site to future residents, employees, and patrons by encouraging the use of non-vehicular modes of travel.

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor’s Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city’s built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor’s Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>

6. **Visitability** – A place’s ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	The Logan at Fairmount		
Primary Project Address:	99-105 Fairmount Avenue, Hyde Park, MA		
Total Number of Phases/Buildings:	One		
Primary Contact (Name / Title / Company / Email / Phone):	John Pulgini, Esquire Pulgini & Norton, LLP 10 Forbes Road West, Suite 410 Braintree, MA 02184 JPulgini@pulginiandnorton.com 781.843.2200		
Owner / Developer:	The DiSipio Building Group Joe DiSipio, Principal		
Architect:	Rick Schmidt Architect, LLC		
Civil Engineer:	Norwood Engineering, Inc.		
Landscape Architect:	Verdant		
Transportation Planners:	Howard Stein Hudon		
Permitting:	John Pulgini, Esquire Pulgini & Norton, LLP		
Construction Management:	T.B.D.		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	NO		
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			

What are the dimensions of the project?				
Site Area:	29,326 +/- SF	Building Area:	49,950 GSF	
Building Height:	FT.	Number of Stories:	4 Flrs.	
First Floor Elevation:	Varies from 74.5' to 79.5'	Is there below grade space:	Yes	
What is the Construction Type? (Select most appropriate type)				
Podium construction Type IA (1 st floor), Type IIIB (floors 2-6)	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
The project is mixed use. The first floor will have commercial space, the building lobby, parking and utility space. Floors 2-6 will be multifamily residential (apartments).	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:	The project is mixed use. The first floor (Fairmount Avenue) will have commercial space, the building lobby and dwelling units. Lower level (Maple Street) will have a building lobby, parking (for both cars and bikes) , deliveries and utility space.			
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	<p>The surrounding area is comprised of a mix of 3 and 4 story apartment buildings and 1 and 2 story commercial structures along Fairmount Avenue.</p> <p>The neighborhood on Oak Street comprised of wood-framed multi-family dwellings. No. 62 Oak Street over 40' higher than the garage level of the proposed building. This neighborhood could be described as "hilly".</p>			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	<p>Within a ten-minute walk from of the site, users can access four bus routes, 24, 32, 33, and 50. In one to two minutes users can access Fairmount Station which provides a direct route on the commuter rail to downtown Boston via the Fairmount Line.</p>			

<p>List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:</p>	<p><u>Health Care:</u> Lowney Medical Associates is located on Hyde Park Avenue, Dorothy McCarthy Curran, DPM is located on River Street. Mattapan Community Health Center and the Greater Roslindale Health Centers are within 5-miles of the site. The BU Medical Centre on Albany Street is less than 7-miles from the site. The Longwood Medical Area (BI Deaconess Hospital, B&W Hospital, Children’s Hospital, Dana Faber Cancer Centre) is less than 8-miles from the site.</p> <p><u>Public Housing:</u> Boston Housing Authority: 43 Bow St., 705 River St.</p> <p><u>Senior Housing:</u> Blake Estates, Hyde Park Ave.</p> <p><u>Affordable Housing:</u> Georgetowne Homes, Georgetowne Dr.</p> <p><u>Educational Facilities:</u> Another Course to College: 9-12. Pilot School, Metropolitan Ave.;</p> <p>Boston Community Leadership Academy: 9-12, Metropolitan Ave.;</p> <p>New Mission High School: 7-12, Metropolitan Ave.;</p> <p>Channing Elementary School: K1-5, Sunnyside St;</p> <p>Chittick Elementary School: K1-5, Ruskindale Rd;</p> <p>Grew Elementary School: K2-5, Gordon Ave.;</p> <p>Roosevelt Elementary & Middle School: K1-8, 95 Needham Rd.;</p>
<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p><u>Libraries:</u> The Hyde park Branch of the Boston Public Library is less than ½-mile from the site.</p> <p><u>Community Centers:</u> The BCYF (Boston Center for Youth & Families) Hyde Park, 1179 River Street, is less than ½-mile from the site.</p> <p><u>Recreational Facilities:</u> The Hyde park Branch of the YMCA is less than ½-mile from the site.</p> <p><u>Police and Fire Stations:</u> The District E-18 Police Station on Hyde Park Avenue serves this neighborhood. The fire station on Fairmount Avenue with Ladder 28 and Engine 48 serve this neighborhood.</p>
<p>4. Surrounding Site Conditions – Existing: <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>N/A.</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>The proposal is to replace the sidewalks abutting the site. Code compliant pedestrian ramps will be installed as part of this work.</p>																								
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>																									
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>Yes. The proposed plan follows the complete street design criteria. “Neighborhood Main” criteria was applied to Fairmount Avenue and “Neighborhood Residential” criteria was applied to Maple Street.</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>FAIRMOUNT AVE</p> <table border="0"> <tr> <td></td> <td>Existing</td> <td>Proposed</td> </tr> <tr> <td>Frontage Zone:</td> <td>0’</td> <td>0’</td> </tr> <tr> <td>Pedestrian Zone:</td> <td>6’</td> <td>6’</td> </tr> <tr> <td>Furnishing Zone:</td> <td>0’</td> <td>9’</td> </tr> </table> <p>MAPLE STREET*</p> <table border="0"> <tr> <td></td> <td>Existing</td> <td>Proposed</td> </tr> <tr> <td>Frontage Zone:</td> <td>0’</td> <td>0’</td> </tr> <tr> <td>Pedestrian Zone:</td> <td>5’-6”</td> <td>5’-6”</td> </tr> <tr> <td>Furnishing Zone:</td> <td>0’</td> <td>0’</td> </tr> </table> <p>*A portion of the existing sidewalk along Maple Street crosses the property line and is proposed to remain in its current width and location. See L1</p>		Existing	Proposed	Frontage Zone:	0’	0’	Pedestrian Zone:	6’	6’	Furnishing Zone:	0’	9’		Existing	Proposed	Frontage Zone:	0’	0’	Pedestrian Zone:	5’-6”	5’-6”	Furnishing Zone:	0’	0’
	Existing	Proposed																							
Frontage Zone:	0’	0’																							
Pedestrian Zone:	6’	6’																							
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	Existing	Proposed																							
Frontage Zone:	0’	0’																							
Pedestrian Zone:	5’-6”	5’-6”																							
Furnishing Zone:	0’	0’																							
<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>FAIRMOUNT AVE</p> <p>Frontage Zone: N/A</p> <p>Pedestrian Zone: 5’-6” concrete sidewalk + 6” granite curb</p> <p>Furnishing Zone (private property): 9’ of Unit pavers at Storefronts/entries. 9’ of Plant beds and retaining edges in between Storefronts. Bike rack at Lobby Entry.</p> <p>MAPLE STREET</p> <p>Frontage Zone: N/A</p> <p>Pedestrian Zone: 5’ conc. sidewalk* + 6” granite curb</p> <p>Furnishing Zone: N/A (building is setback from sidewalk approximately 17’ to 29’.)</p> <p>*A portion of the existing concrete sidewalk crosses</p>																								

	over the property line and is proposed to remain in its current width and location. See L1
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?	Within the furnishing zone along Fairmount: One bike rack is proposed within the Residential Lobby Entry area. The bike rack is located to one edge of the 15' wide (average width) entry, allowing ample pedestrian clearance.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	No.
Will any portion of the Project be going through the PIC? <i>If yes</i> , identify PIC actions and provide details.	No.
6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	33 Parking spaces are proposed within the garage.
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?	Two code compliant accessible spaces are proposed. One space is sized to accommodate a van as required by 521 CMR 23.2.2.
Will any on-street accessible parking spaces be required? <i>If yes</i> , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No. N/A.
Where is the accessible visitor parking located?	In the garage.
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	Yes. An accessible drop-off area will be constructed at the Maple St. entrance.
7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Flush.
Are the accessible entrances and standard entrance integrated? <i>If yes</i> , describe. <i>If no</i> , what is the reason?	Yes.
<i>If project is subject to Large Project Review/Institutional</i>	N/A.

<i>Master Plan</i> , describe the accessible routes way-finding / signage package.	
8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i>	
What is the total number of proposed housing units or hotel rooms for the development?	47 Rental apartments.
<i>If a residential development</i> , how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	All of the dwelling units are for rent. Based on discussion with BPDA staff in the prefile meetings, it was determined that 6 IDP units will be required. The remaining 41 units will be market rate.
<i>If a residential development</i> , how many accessible Group 2 units are being proposed?	There will be two Group 2 accessible units proposed and designated on the floor plans. Refer to drawing AR1.2.
<i>If a residential development</i> , how many accessible Group 2 units will also be IDP units? <i>If none</i> , describe reason.	All two Group 2 accessible units will be designated as IDP units.
<i>If a hospitality development</i> , how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? <i>If yes</i> , provide amount and location of equipment.	N/A.
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i> , provide reason.	No.
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i> , describe:	Yes. The building will have an elevator to provide access to each floor.
9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i>	
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?	Yes. Sidewalks will be rebuilt in accordance with Boston Complete Streets and landscaping will be added,
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	The multi-purpose room in the lobby is accessible. The decks on the 2 nd and 4 th floors and roof will comply with 521 CMR MAAB accessibility requirements.

yard. Will all of these spaces and features provide accessibility?	
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.	Not at this time. The commercial spaces will be fit-up when tenants sign leases. Required restrooms will comply with 521 CMR MAAB accessibility requirements.
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?	Yes. The proposal will be reviewed as part of the Article 80E submission.
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?	No.
10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i>	
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. Refer to drawings AR1.0-AR1.5.	
Provide a diagram of the accessible route connections through the site, including distances. Refer to drawings AR1.0-AR1.5.	
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) Refer to drawings AR1.0-AR1.5.	
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. Refer to drawings AR1.0-AR1.5.	
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. N/A	

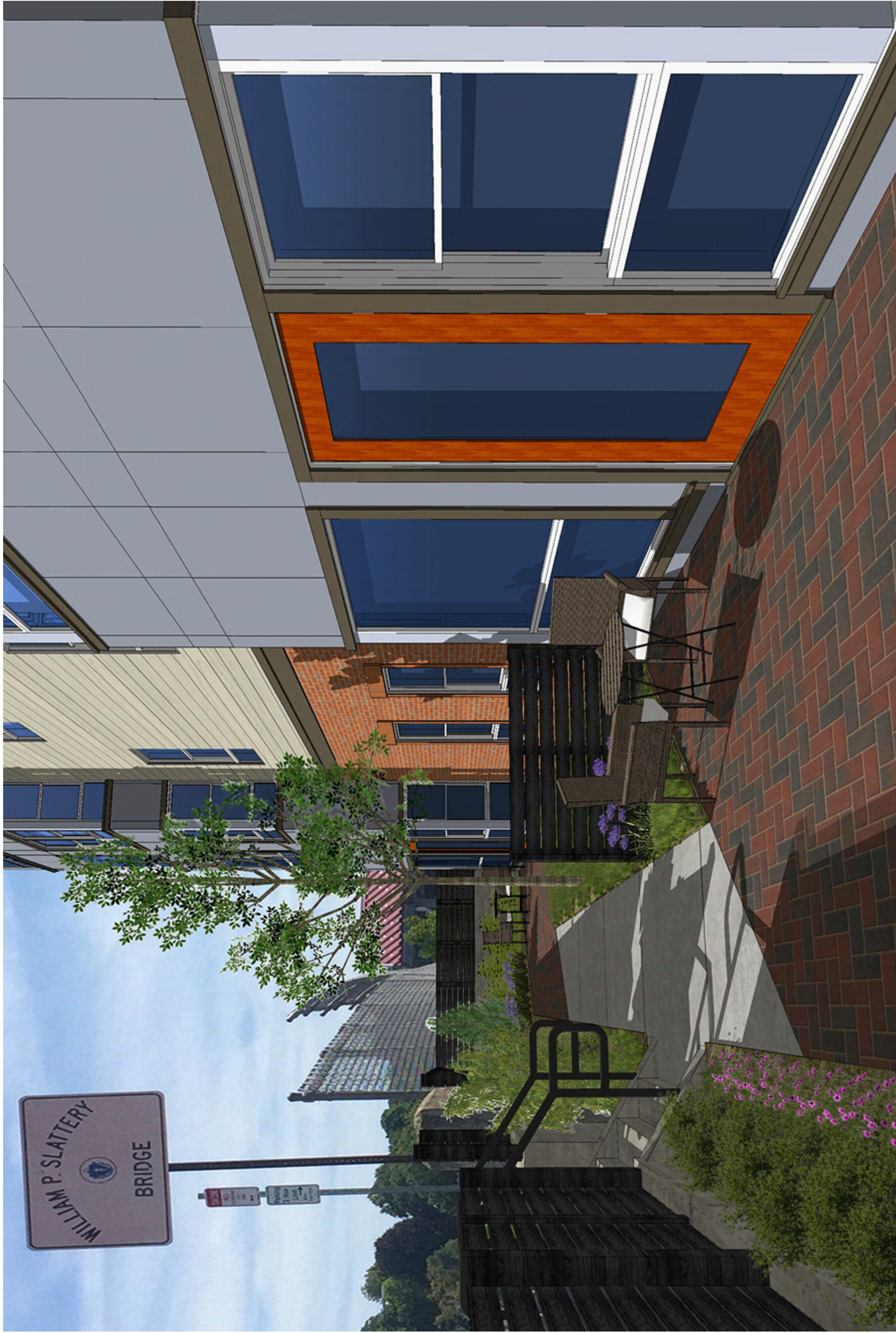
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

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

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

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682



Notes

2

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6

Rick Schmidt
ARCHITECT

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Chatham Hill, MA 02947
617-331-7770
schmidtarch.com
rick@schmidtarch.com

THE LOGAN at FAIRMOUNT
A PROPOSED
NEW MIXED-USE
APARTMENT BUILDING
99-105 FAIRMOUNT AVE.
HYDE PARK, MA

Scale	Commission No.
1/8"=1'-0"	1352
Date	Issue
11 Sept 19	IDP Units

THE
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Fairmount Ave
Garden Apartments
Perspective View

A0.2



Notes

2

3

4

Scale

THE LOGAN at
 FAIRMOUNT
 A PROPOSED
 NEW MIXED-USE
 APARTMENT BUILDING
 99-105 FAIRMOUNT AVE.
 HYDE PARK, MA

Scale	Commission No.
1/8"=1'-0"	1802
Date	Issue
11 Sept 19	IDP Units

5

6

7

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10

11

- LEGEND**
- DRAIN MANHOLE (DMH)
 - CATCH BASIN (CB)
 - SEWER MANHOLE (SMH)
 - GAS GATE (GG)
 - GAS SERVICE (GS)
 - WATER GATE (WG)
 - WATER SERVICE (WS)
 - HYDRANT (HYD)
 - SPLASH BLOCK
 - UTILITY POLE (UP)
 - UP W/ LIGHT (ULP)
 - GRANITE CURB (GC)
 - EP
 - EDGE OF PAVE (EP)
 - SIGN

CONTACT INFORMATION

OWNER/APPLICANT:
DISIPIO DEVELOPMENT GROUP, LLC
15 TERESA TERRACE
HIDE PARK, MA 02136

CONTACT:
JOSEPH DISIPIO
15 TERESA TERRACE
HIDE PARK, MA 02136

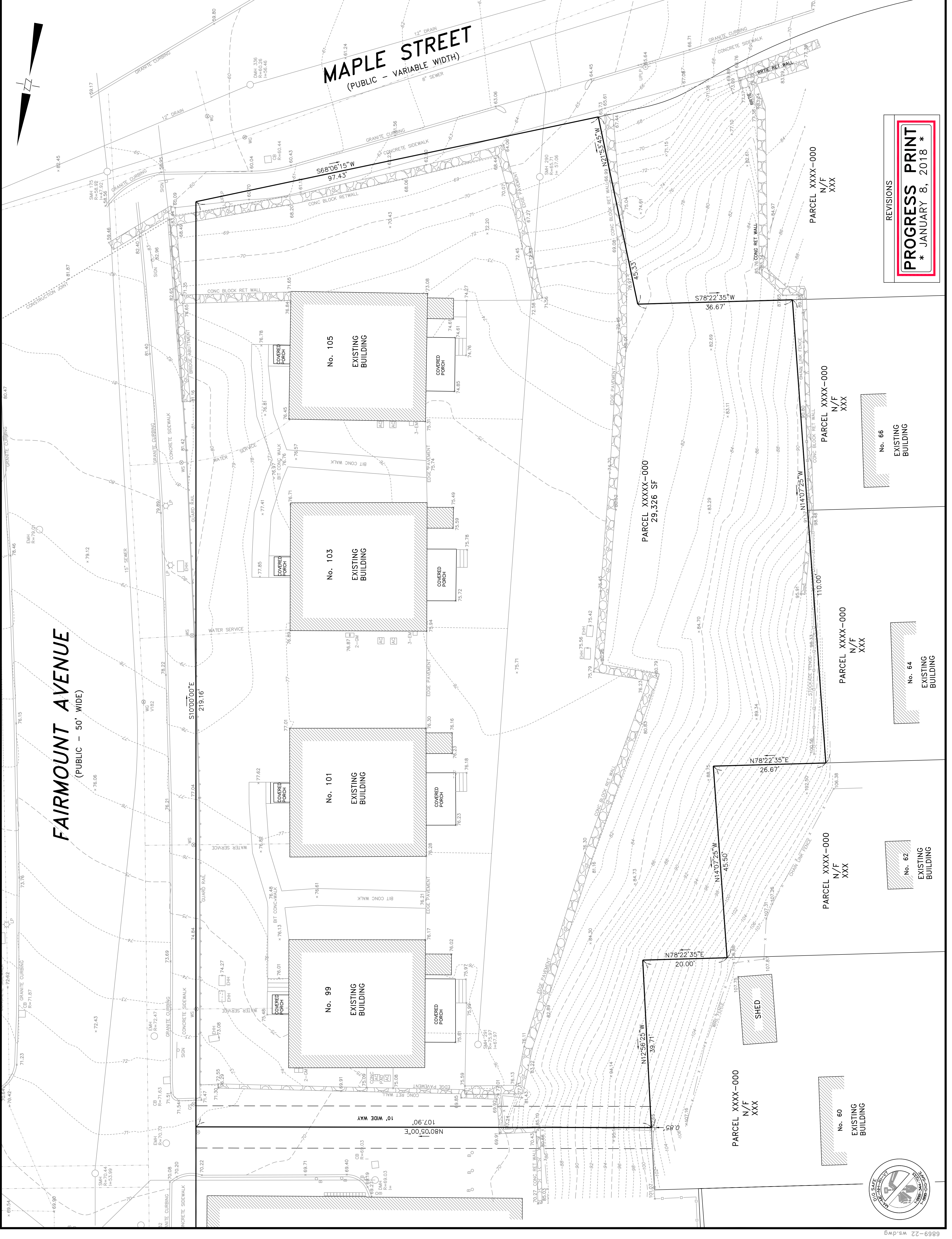
EXISTING CONDITIONS PLAN
99-105 FAIRMOUNT AVENUE
BOSTON, MASS.
(HYDE PARK - 02136-2319)

SCALE: 1"=10'
JANUARY 8, 2018

NORWOOD ENGINEERING CO., INC.
CIVIL ENGINEERS & LAND SURVEYORS
1410 ROUTE ONE, NORWOOD, MA 02062
PHONE: 781-762-0143 FAX 781-762-8595

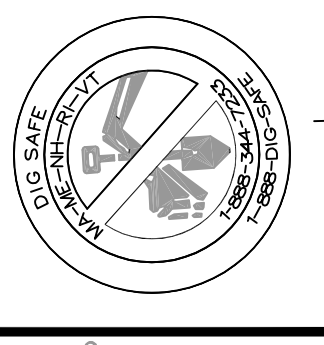
METERS 0 2.5 5 10 20 30
FEET 0 5 10 20 30

SHEET No. 1 OF 1 6869-22

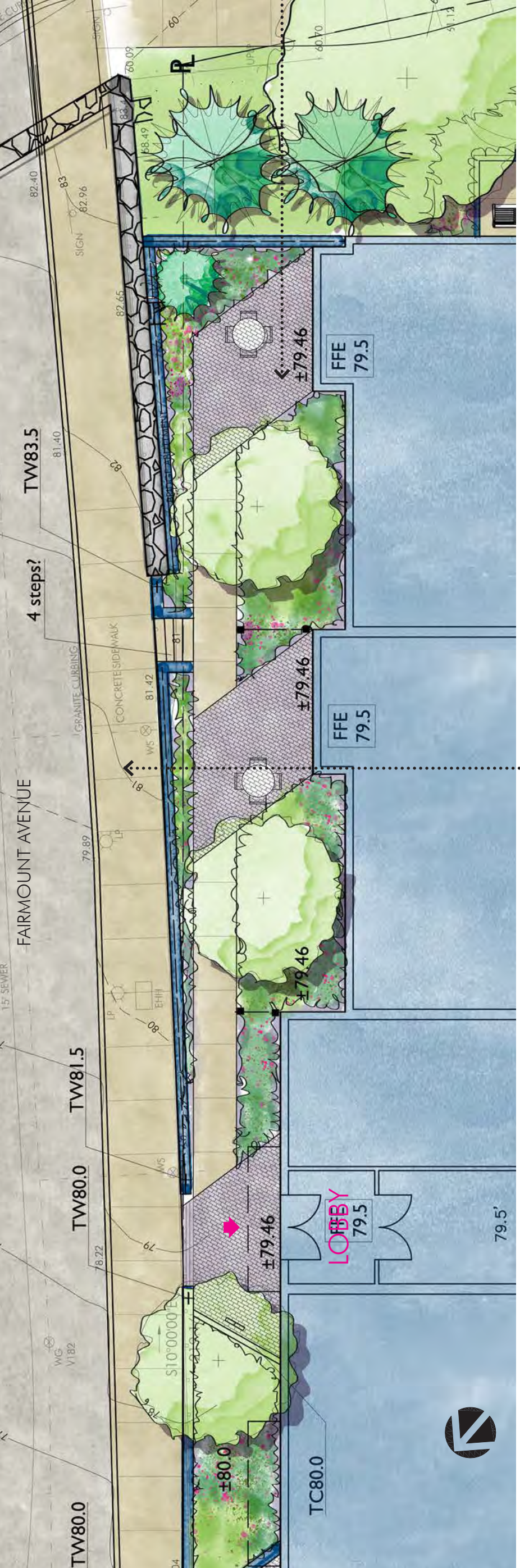


REVISIONS

PROGRESS PRINT
* JANUARY 8, 2018 *







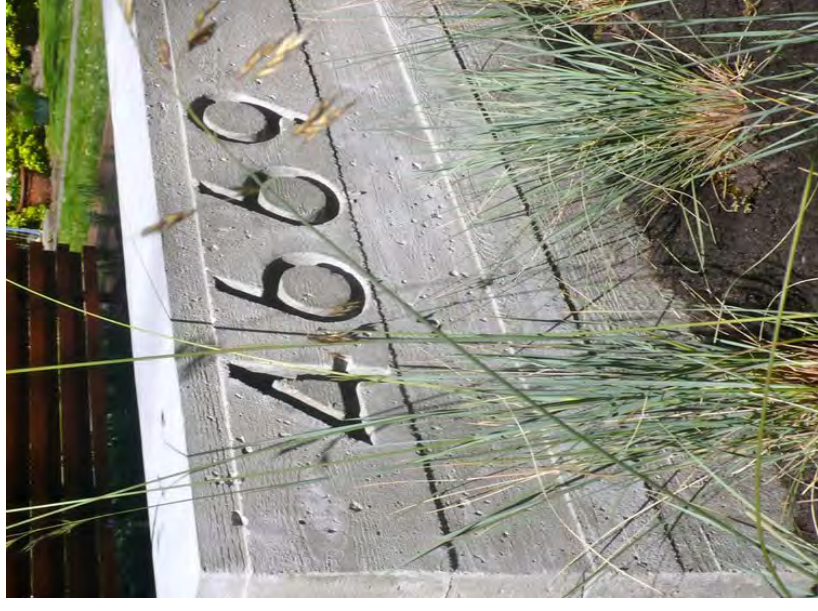
WHOLE SITE | Native, wildlife friendly plantings & practices with a range of trees, shrubs, perennials and groundcovers, helps support biodiversity in the neighborhood



Ginkgo biloba Princeton Sentry® line the sidewalk at Fairmount Avenue



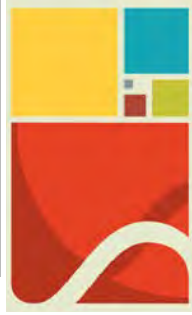
Concrete Sidewalk, Simple and well maintained.



Concrete Walls Retain Grades along Fairmount Avenue (Height varies but each wall is level and plumb)



Unit Paving at Lobby, Mixed Use Entries and Street Level Entries
Town Hall Pavers by Unilock



VERDANT
LANDSCAPE ARCHITECTURE

FAIRMOUNT AVENUE STREETSCAPE
99-105 FAIRMOUNT AVENUE MIXED USE
HYDE PARK, MA

SEPTEMBER 17, 2019



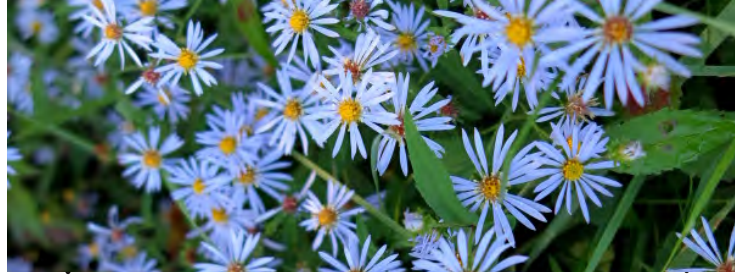
Contemporary Adirondack Chairs



Pervious Brick Paving Community Patio
Town Hall Pavers by Unilock



WHOLE SITE | Native, wildlife friendly plantings & practices with a range of trees, shrubs, perennials and groundcovers, helps support biodiversity in the neighborhood



VERDANT
LANDSCAPE ARCHITECTURE

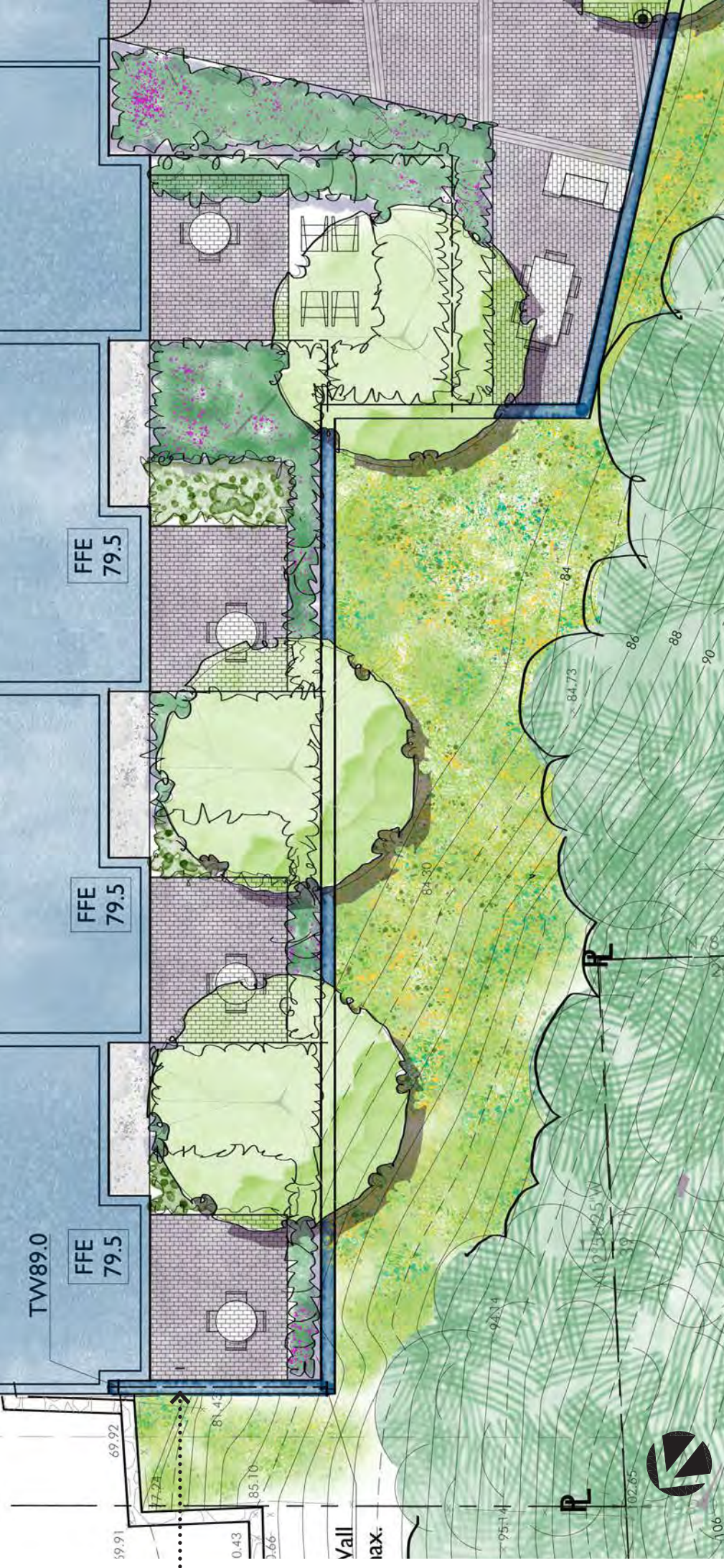
COMMUNITY PATIO
99-105 FAIRMOUNT AVENUE MIXED USE
HYDE PARK, MA

SEPTEMBER 17, 2019

L4



SITE FENCE
Horizontal board fence for screening and privacy between units

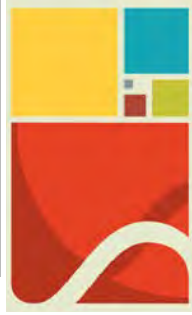


WHOLE SITE | Native, wildlife friendly plantings & practices with a range of trees, shrubs, perennials and groundcovers, helps support biodiversity in the neighborhood

Evergreen trees form hedge row; block sight lines, absorb noise.



Pervious Brick Paving Community Patio
Town Hall Pavers by Unilock

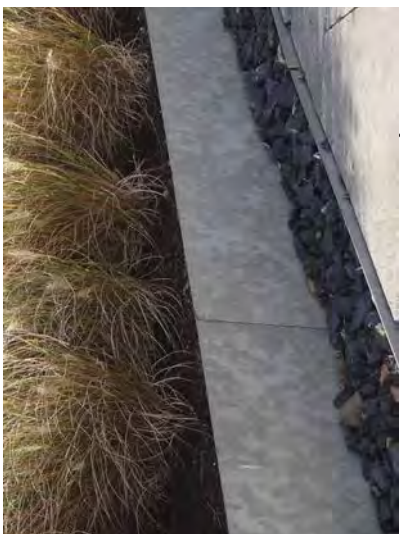


VERDANT
LANDSCAPE ARCHITECTURE

AT GRADE PATIOS
99-105 FAIRMOUNT AVENUE MIXED USE
HYDE PARK, MA

L5

SEPTEMBER 17, 2019



Metal Curb at Tall Plant Bed



Pea Gravel



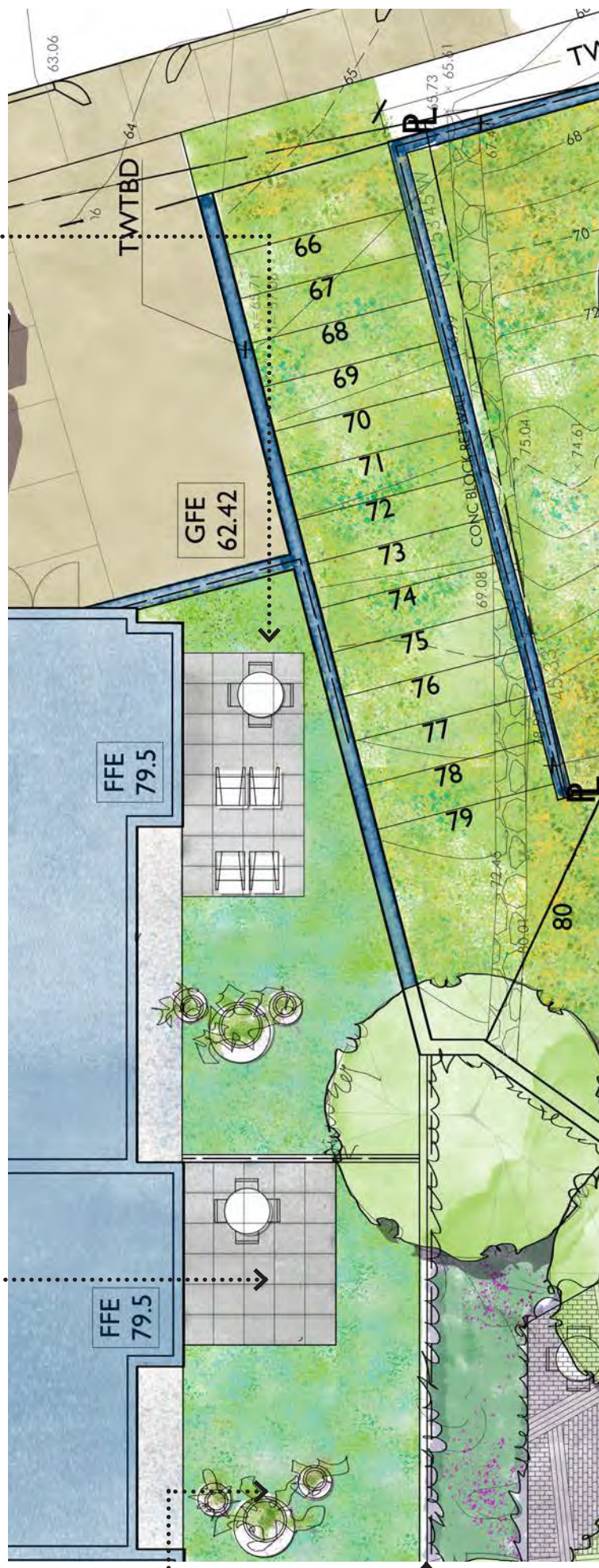
Pedestal Paver System



Planters



SITE FENCE
Horizontal board fence for screening and privacy between units



VERDANT
LANDSCAPE ARCHITECTURE

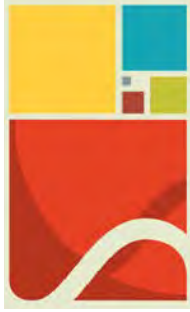
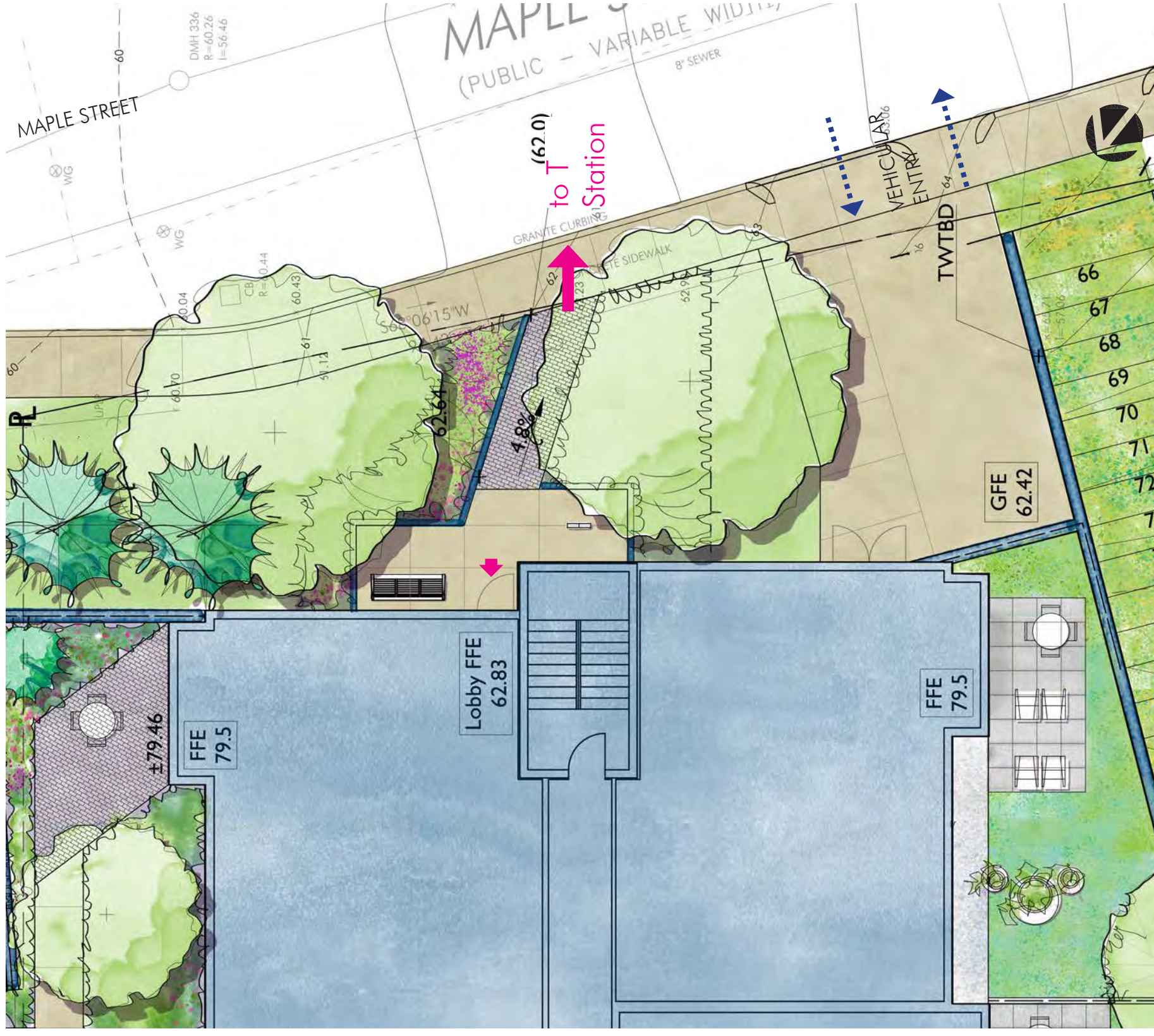
PATIOS
99-105 FAIRMOUNT AVENUE MIXED USE
HYDE PARK, MA

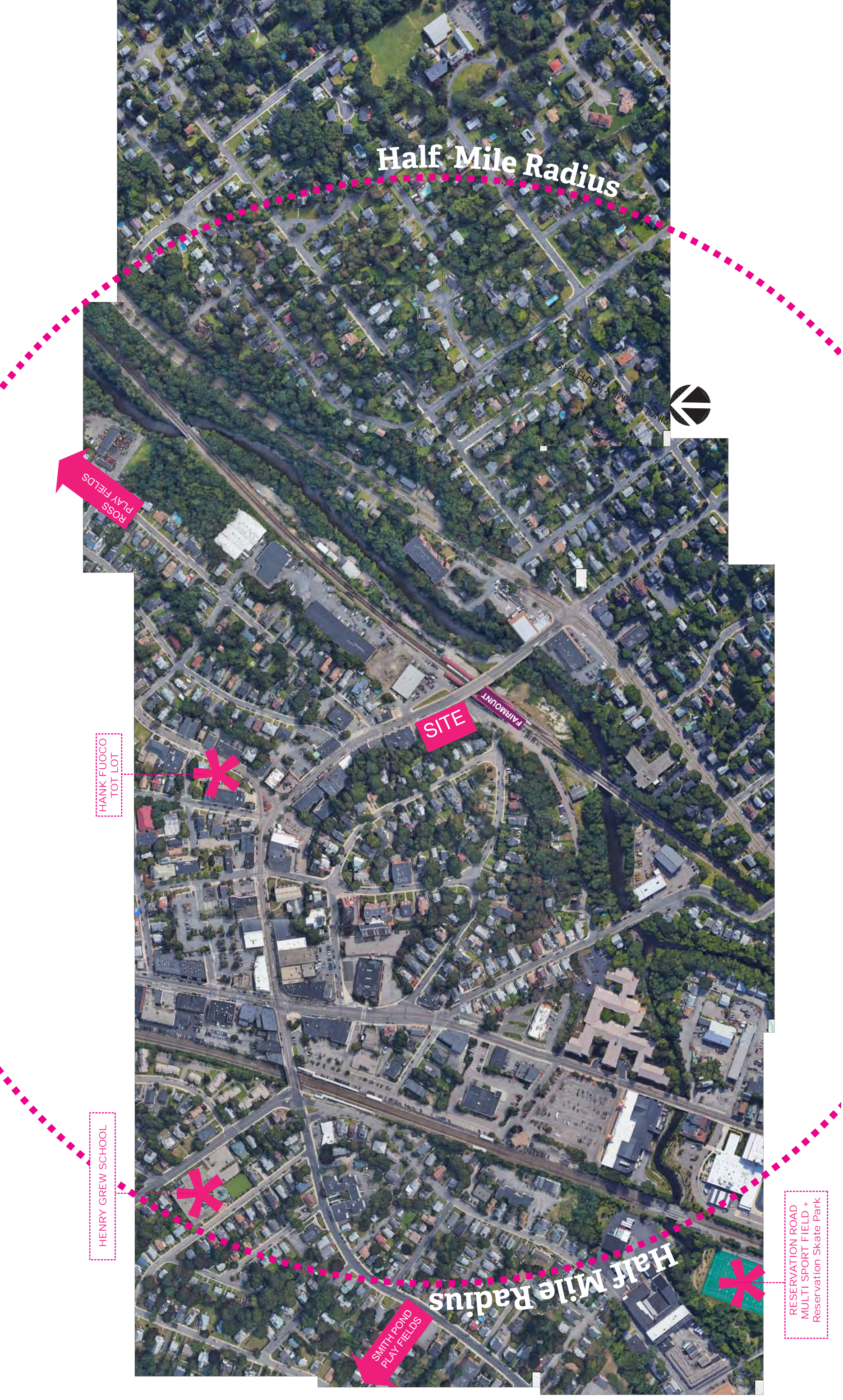
SEPTEMBER 17, 2019

NATIVE PLANT COMMUNITIES



American Elm
Street Tree





Half Mile Radius

SITE

Half Mile Radius

ROSS
PLAY FIELDS

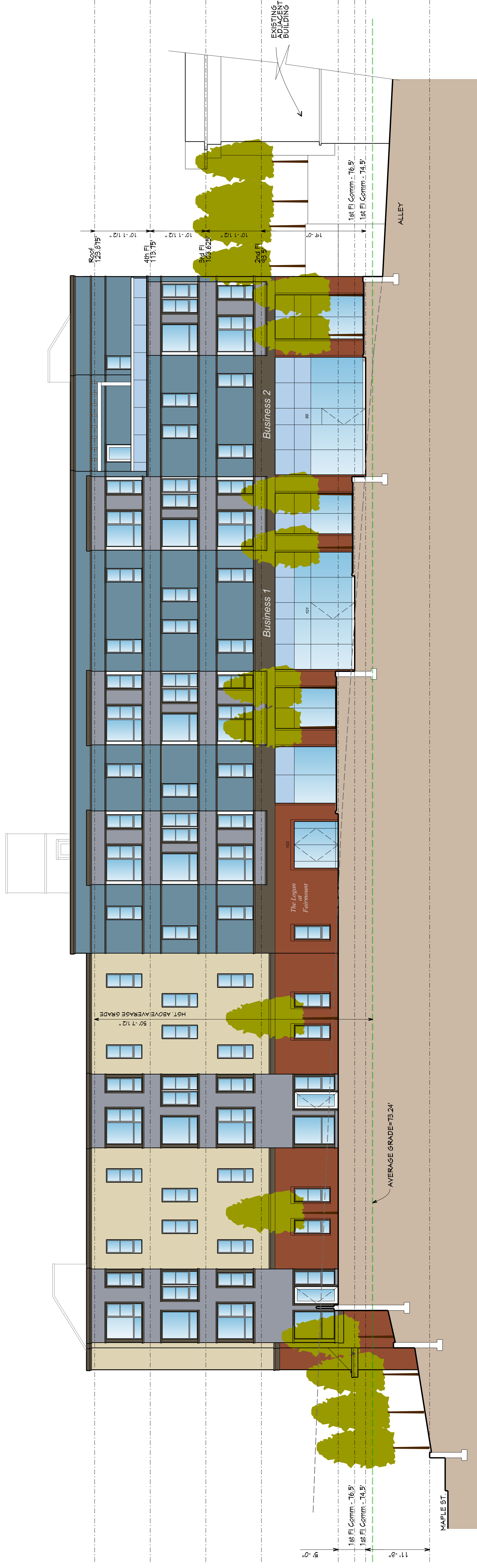
HANK FUOCO
TOT LOT

HENRY GREW SCHOOL

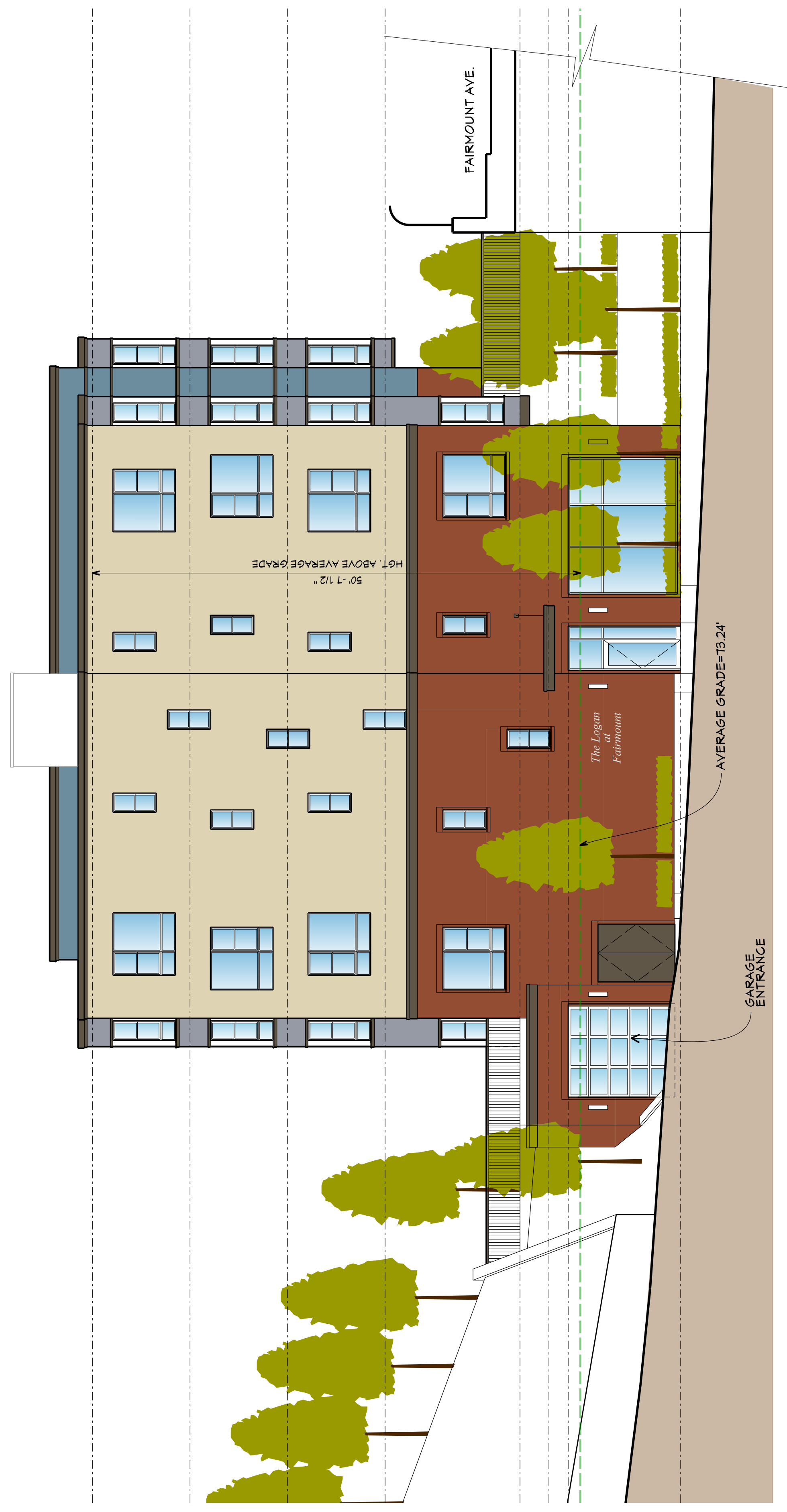
SMITH POND
PLAY FIELDS

RESERVATION ROAD
MULTI SPORT FIELD +
Reservation Skate Park

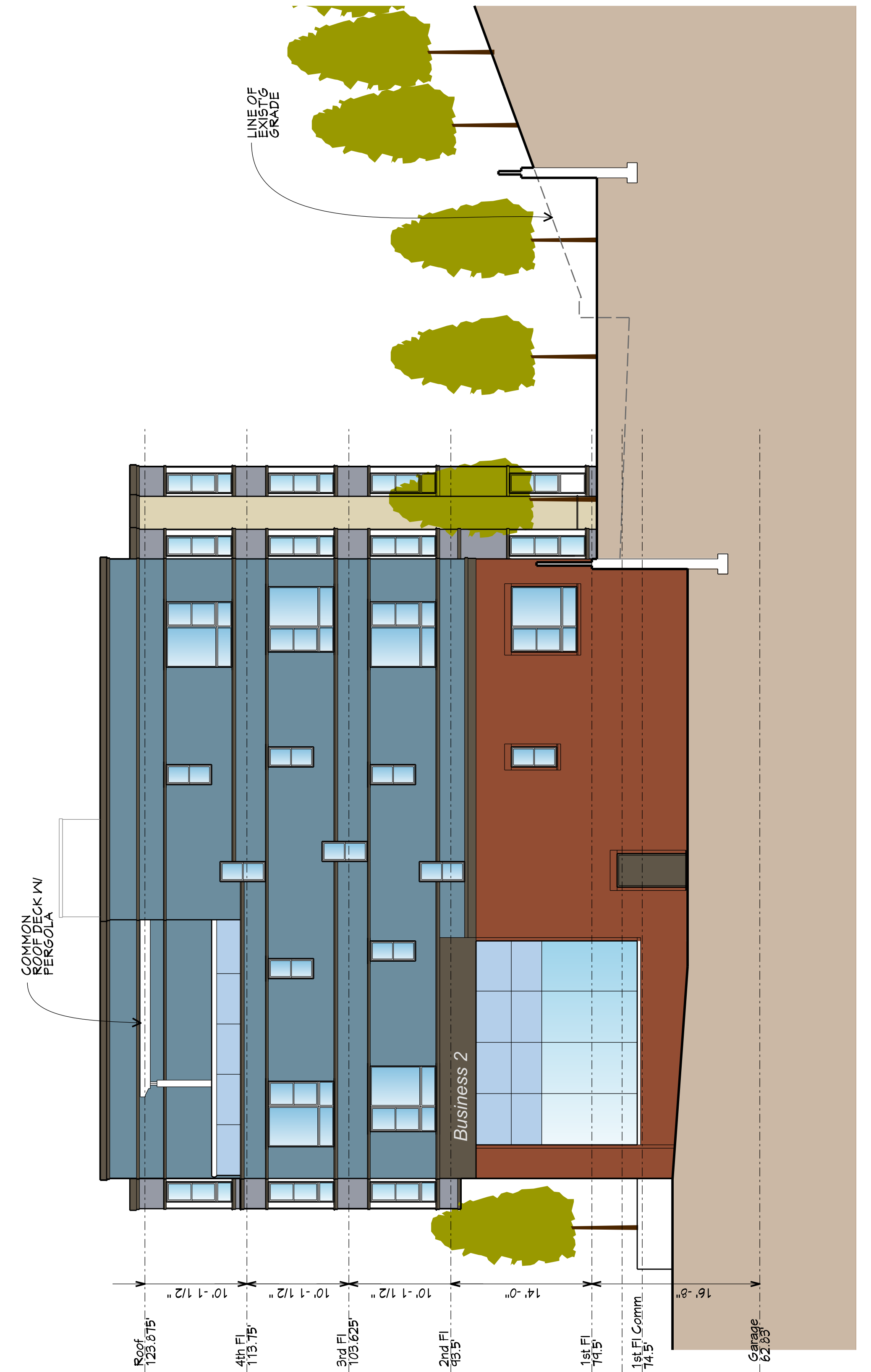




Fairmount Avenue Elevation - East



Maple Street Elevation - South

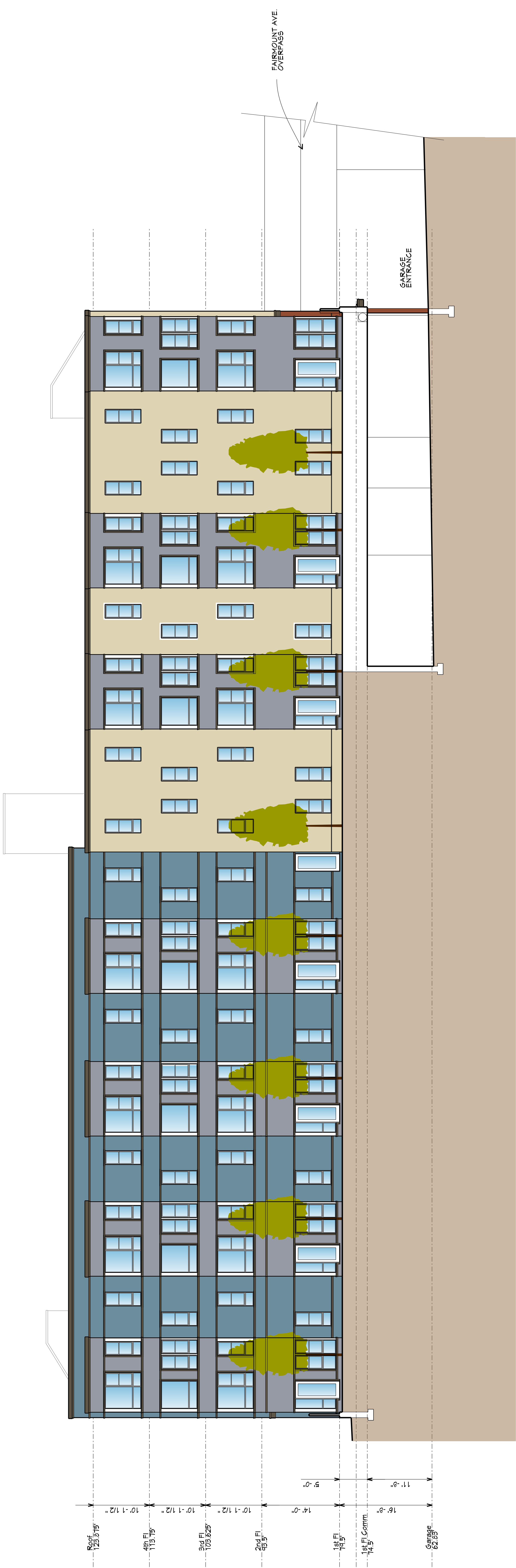


Alley Elevation - North

Sheet

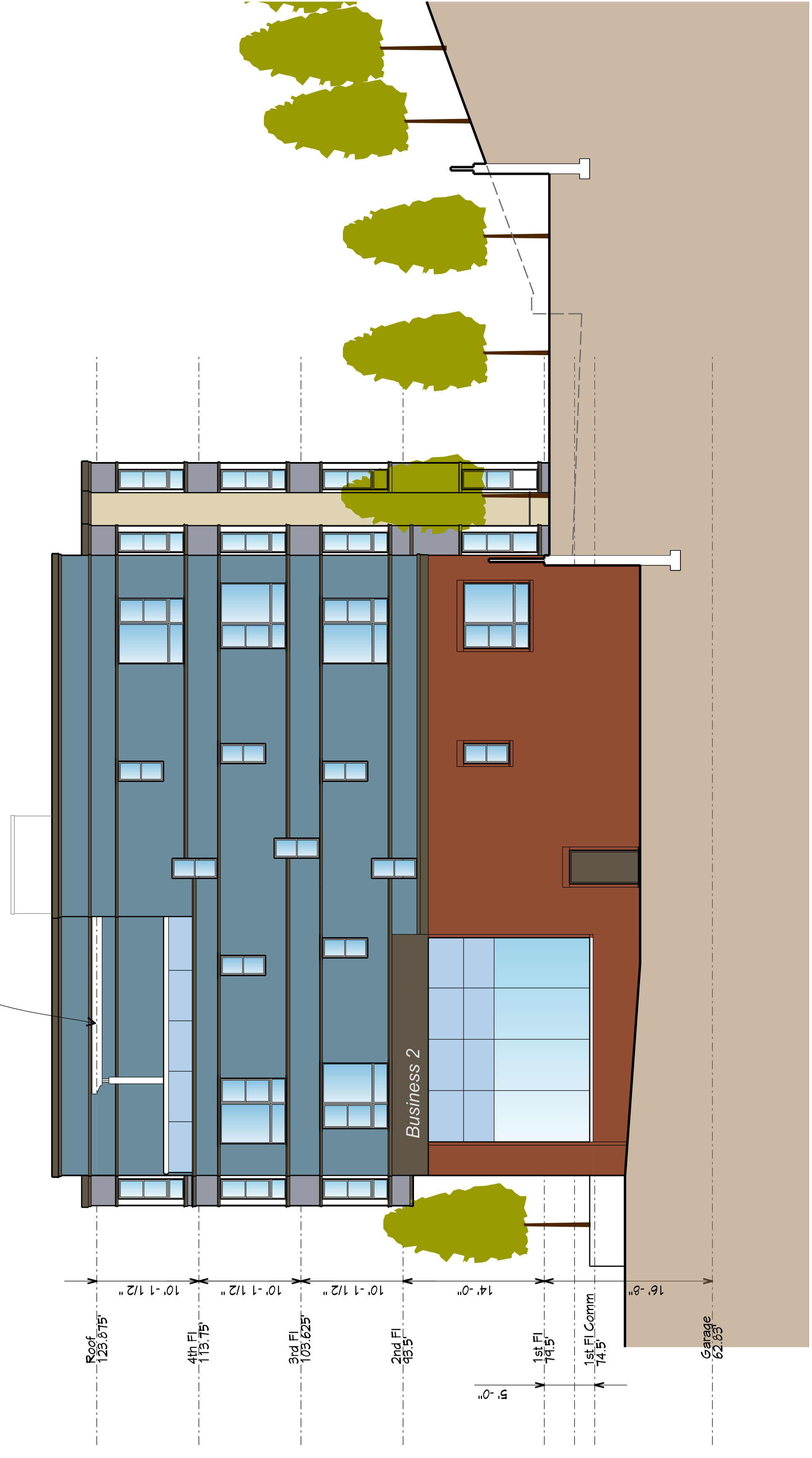
PROPOSED
NEW MIXED-USE
APARTMENT BUILDING
99-105 FAIRMOUNT AVE.
HYDE PARK, MA

Scale	Commission No.
1/8"=1'-0"	1902
Date	Issue
1 Apr 18	Client Review
22 Apr 18	Landscape Coordination
9 Jun 18	Small Project Scheme
14 Aug 18	Backgrounds & Team
©2018 Rick Schmidt, LLC	
Title	

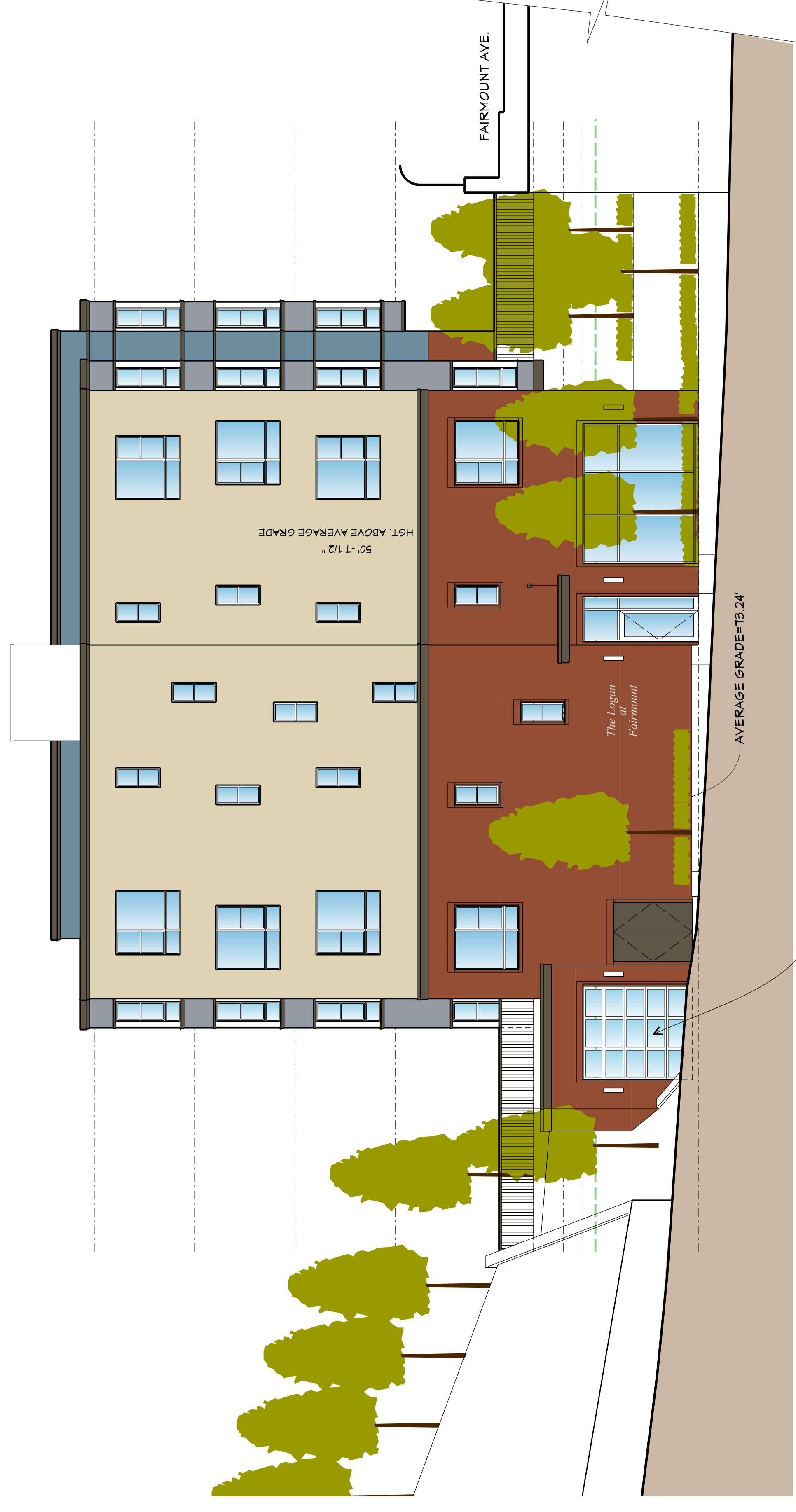


Rear Elevation - West

RickSchmidt ARCHITECT
 70 Wilbur Road
 Chestnut Hill, MA 02467
 617-731-7770
 rick@schmidtarch.com
 schmidtarch.com



Maple St Elevation - South

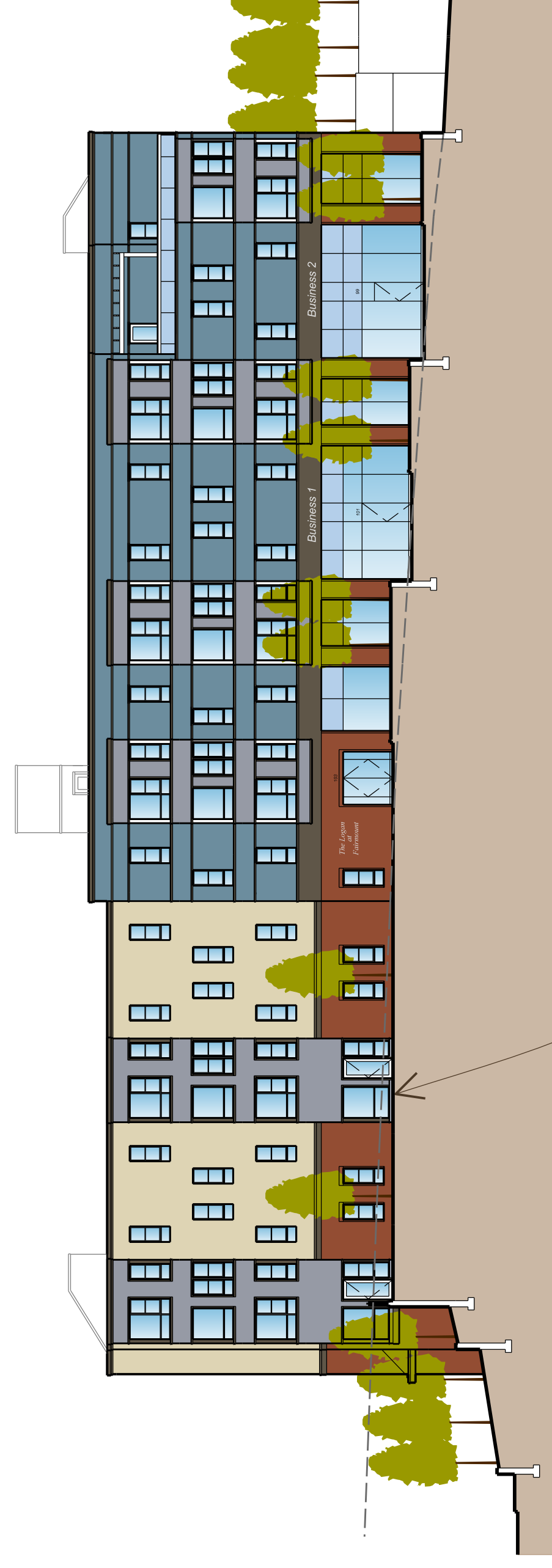


Alley Elevation - North

PROPOSED
 NEW MIXED-USE
 APARTMENT BUILDING
 99-105 FAIRMOUNT AVE.
 HYDE PARK, MA

Scale	1/8"=1'-0"	Commission No.	1002
Date	1 Apr 18	Issue	Client Review
	22 Apr 18	Landscape Coordination	
	9 Jun 18	Small Project Scheme	
	14 Aug 18	Backgrounds to Team	
Title		©2018 Rick Schmidt, LLC	

99-105



PROPOSED NEW
4-STORY MIXED-USE
RESIDENTIAL
BUILDING

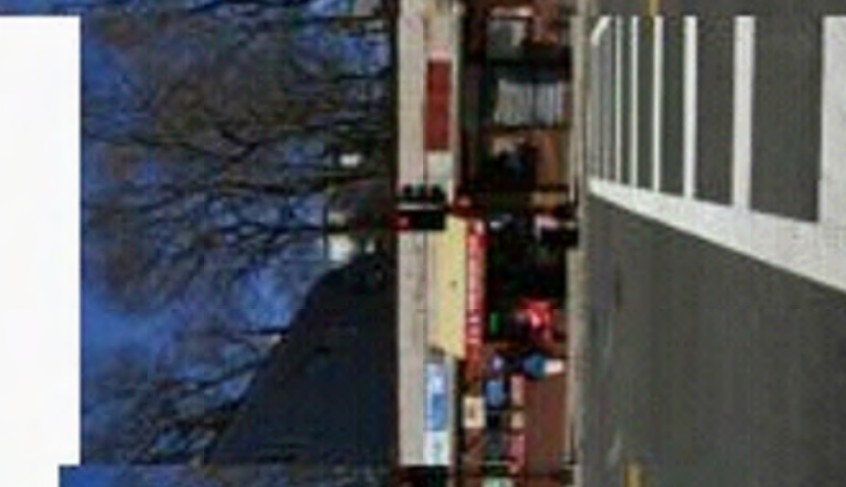
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73-79



63-65



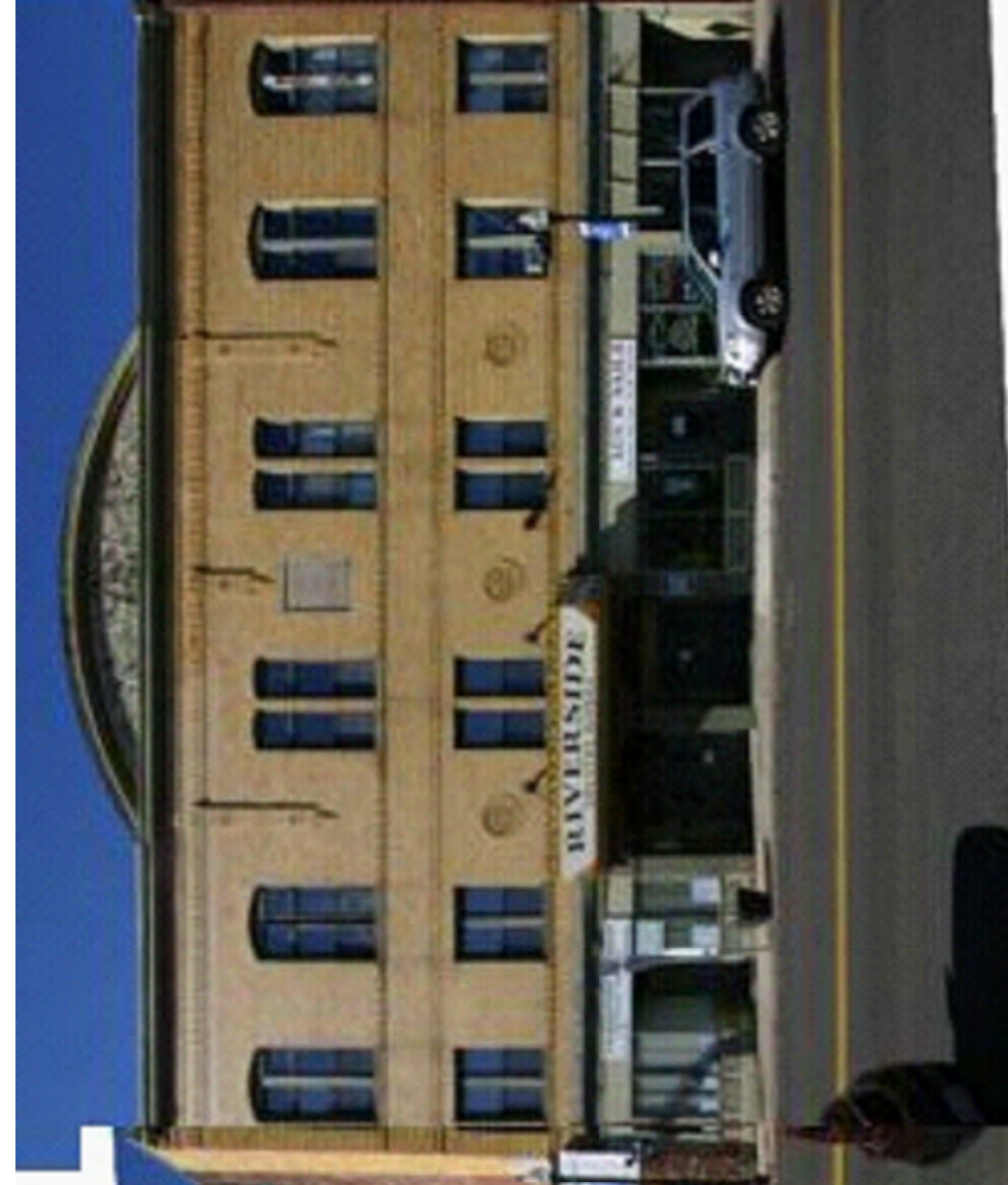
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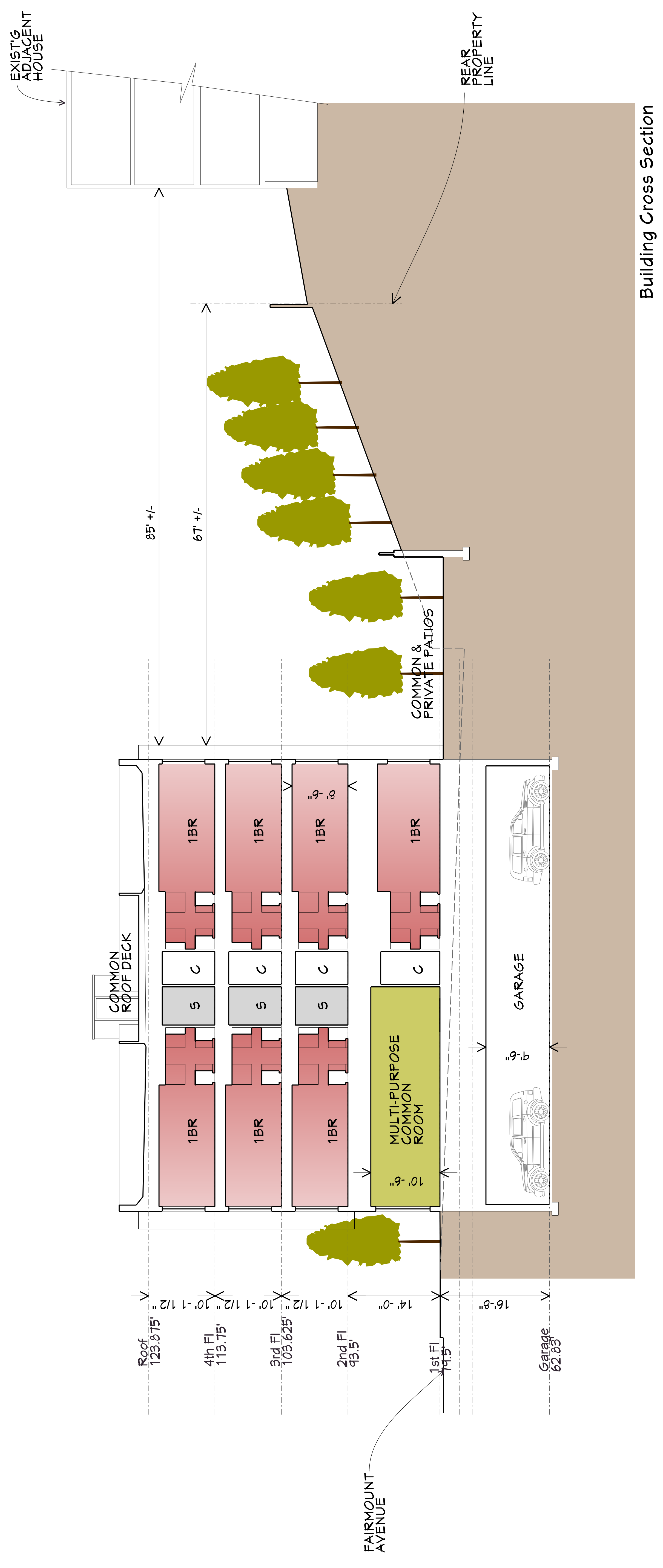
51-55



41-49



Fairmount Ave East Elevation in Context



Building Cross Section

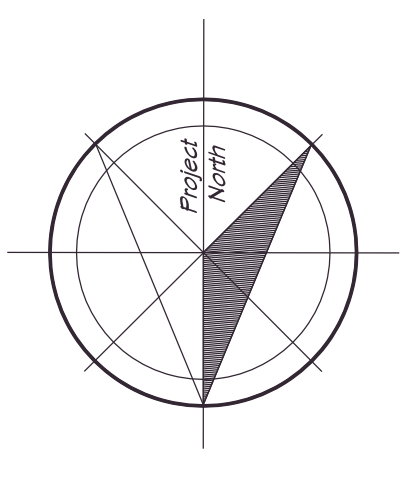
Building Program
Floor Zoning Area

Gross Area
(Inc Garage
& Utilities)

Roof	535 sf	535 sf
4	11,355 sf	11,810 sf
3	12,335 sf	12,790 sf
2	12,335 sf	12,790 sf
1	12,540 sf	12,630 sf
G	850 sf	13,840 sf
	41,950 sf	64,395 sf

Unit Count	1	2%
Studio	29	62%
1 BR	17	36%
2 BR	0	0%
3 BR	47	100%
Subtotal		
Commercial	2	
Total	49	

Parking: 33 Spaces (0.70 per DU)



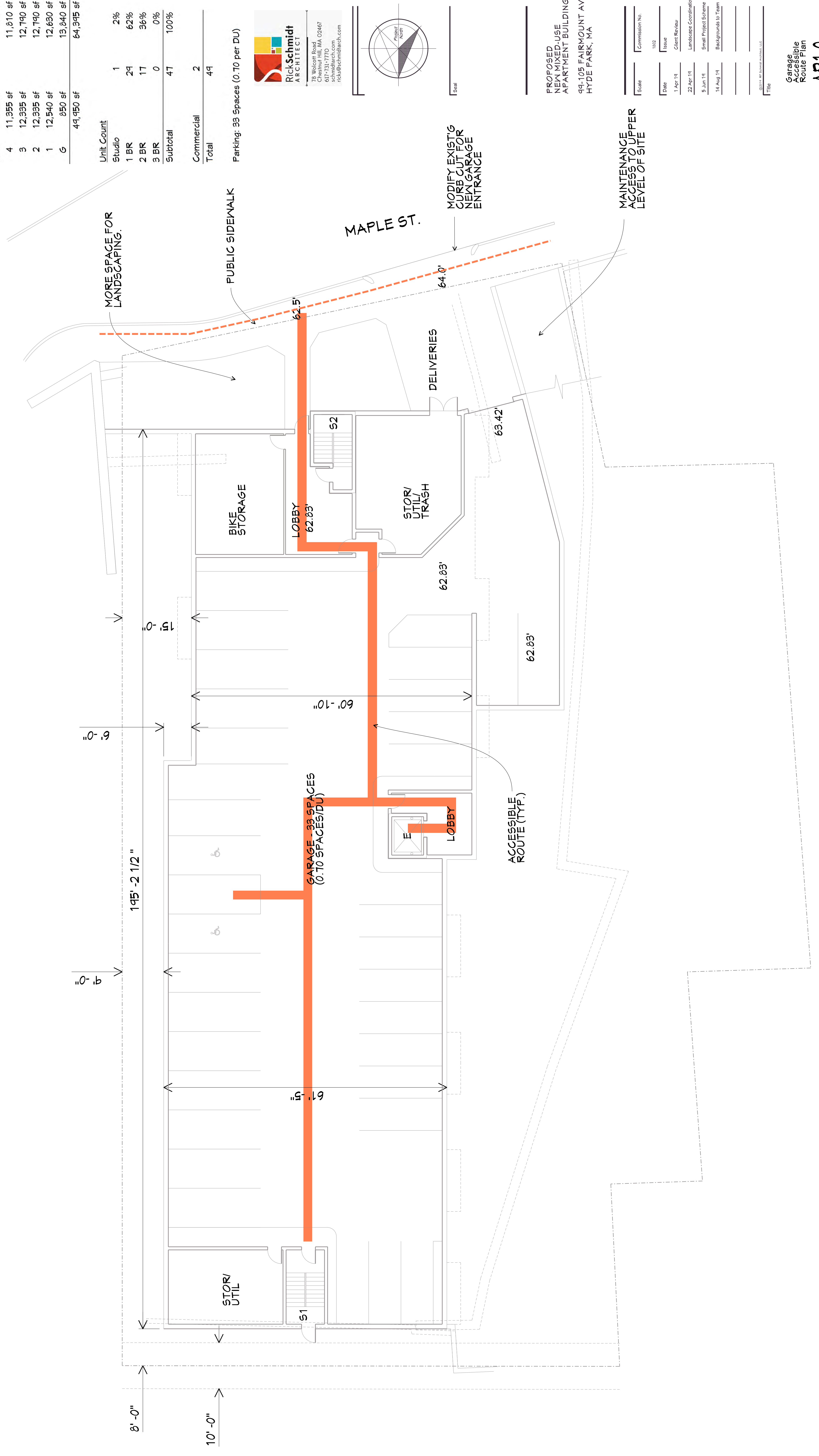
Scale

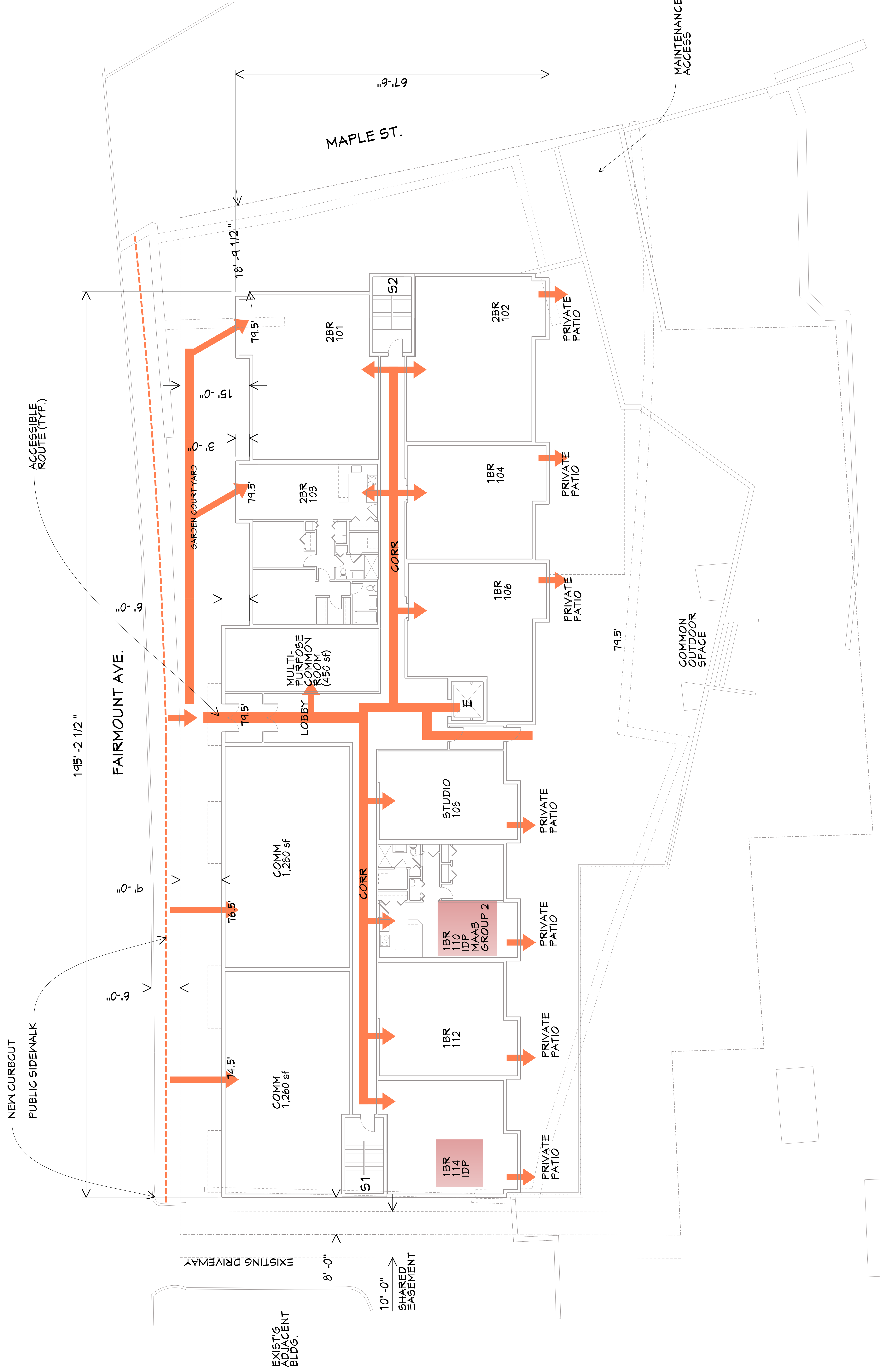
PROPOSED
NEW MIXED-USE
APARTMENT BUILDING
99-105 FAIRMOUNT AVE.
HYDE PARK, MA

Scale
Commission No.
1802

Date	Issue
1 Apr 19	Client Review
22 Apr 19	Landscape Coordination
9 Jun 19	Small Project Scheme
14 Aug 19	Backgrounds to Team

Garage
Accessible
Route Plan
AR1.0



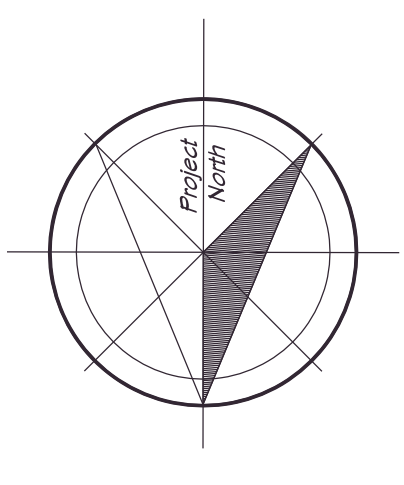


535 sf	535 sf
11,355 sf	11,810 sf
12,335 sf	12,790 sf
12,335 sf	12,790 sf
12,540 sf	12,690 sf
850 sf	13,840 sf
41,950 sf	64,395 sf

1	2%
29	62%
17	36%
0	0%
47	100%

ercial 2 49

3: 33 Spaces (0.70 per DU)



Scale

PROPOSED
NEW MIXED-USE
APARTMENT BUILDING
99-105 FAIRMOUNT AVE
HYDE PARK, MA

Scale	1/8" = 1'-0"
Date	1 Apr 19
Client Review	22 Apr 19
Landscape Coordination	9 Jun 19
Small Project Scheme	14 Aug 19
Backgrounds & Team	

1st Floor
Accessible Route
Plan

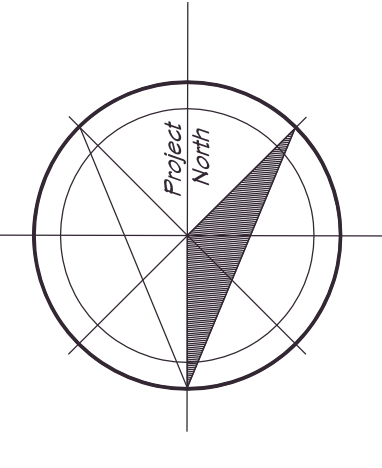
AR1.1

Building Program		Gross Area	
Floor	Zoning Area	(Inc Garage & Utilities)	

Roof	535 sf	535 sf
4	11,355 sf	11,810 sf
3	12,335 sf	12,790 sf
2	12,335 sf	12,790 sf
1	12,540 sf	12,630 sf
G	850 sf	13,840 sf
	41,950 sf	64,395 sf

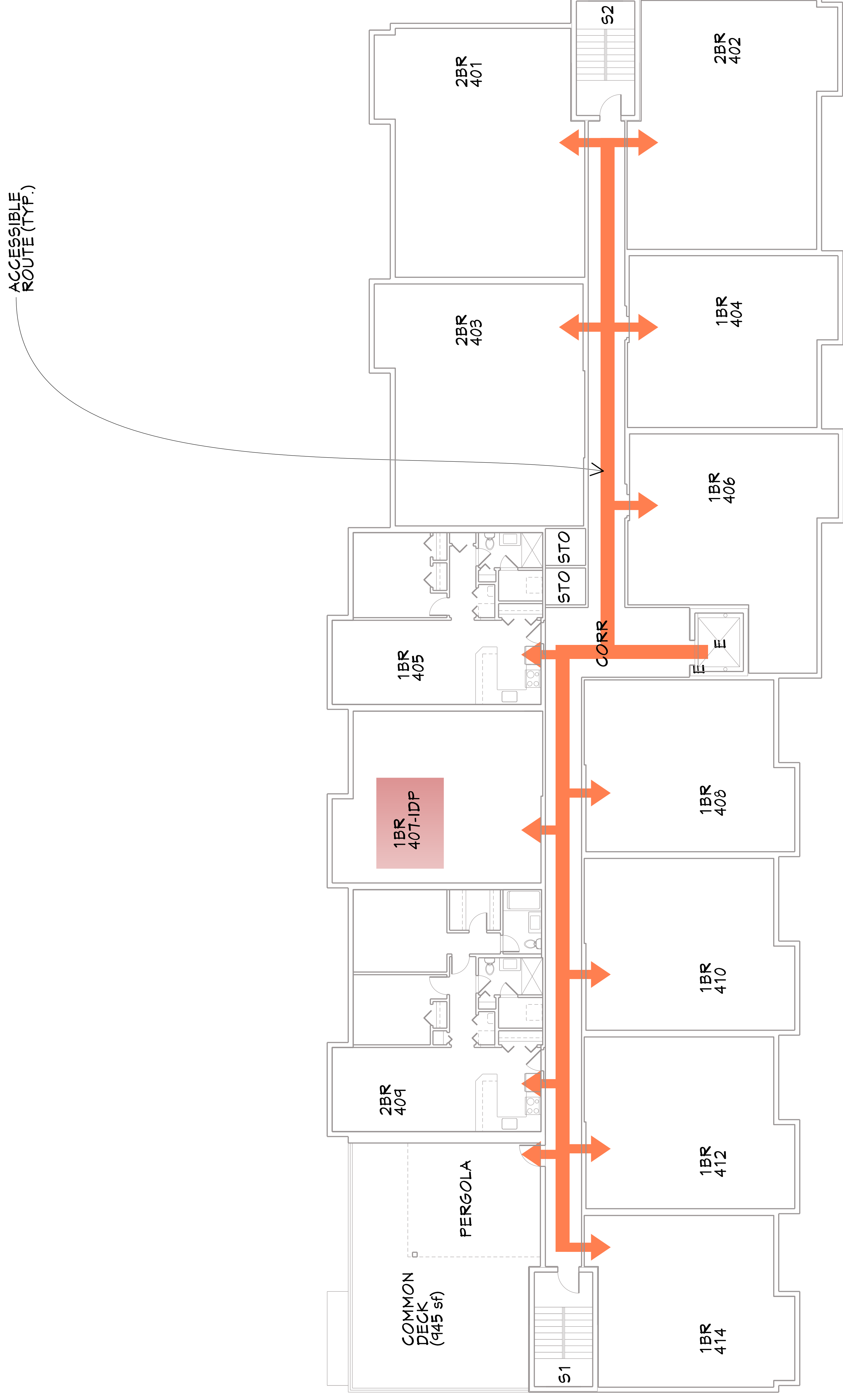
Unit Count		
Studio	1	2%
1 BR	24	62%
2 BR	17	36%
3 BR	0	0%
Subtotal	47	100%
Commercial	2	
Total	49	

Parking: 93 Spaces (0.70 per DU)



Sheet

ACCESSIBLE ROUTE (ITP)



PROPOSED
NEW MIXED-USE
APARTMENT BUILDING
99-105 FAIRMOUNT AVE,
HYDE PARK, MA

Scale	Commission No.
Date	1602
1 Apr 19	Issue
22 Apr 19	Client Review
5 Jun 19	Landscape Coordination
14 Aug 19	Small Project Scheme
	Backgrounds & Team

4th Floor Accessible
Route Plan
AR1.4

