

# **Boston Preparatory Charter Public School Middle and High School Expansion**



## **Application for Article 80 Small Project Review Boston Redevelopment Authority**

885 River Street Hyde Park/Boston, Massachusetts, 02136  
Date: April 14, 2017

Submitted By:  
Boston Preparatory Charter Public School

April 14, 2017

BY HAND DELIVERY

Lance Campbell  
Senior Project Manger  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Re: Boston Preparatory Charter Public Middle and High School Expansion (Phase II)  
Application for Article 80 Small Project Review

Dear Lance,

On behalf of the Boston Preparatory Charter Public School, please find ten (10) copies of the Small Project review Application for the proposed project located at 885 River Street in Hyde Park/Boston. We submitted an electronic copy of this application on the Boston Redevelopment Authority's on-line document portal this morning.

Please feel free to contact me should you have any questions and we look forward to working with you on this project.

Sincerely

A handwritten signature in black ink that reads "Margaret Wood". The signature is written in a cursive style with a large, prominent "M" and "W".

Margaret Wood

Enclosures

Cc: Sharon Liszanckie (by email, w/encls)  
Sylvia Mihich (by email, w/encls)  
Dan Mills (by email, w/encls)  
Matt Donnelly

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**Boston Preparatory Charter Public School**  
**Application for Small Project Review**

**1.0 Project Information**

**1.1 Project Identification**

Project Name: Boston Preparatory Charter Public School – Middle and High School Project

Address/Location: 885 River Street, Hyde Park/Boston, Massachusetts, 02136

Proponent: Boston Preparatory Charter Public School.  
1286 Hyde Park Avenue  
Boston, MA 02136  
Sharon Liszanckie, Executive Director

**1.2 Project Team**

The Project Team members and their contact information are set forth below:

Owner's Project Manager: Pinck & Co Inc.  
98 Magazine Street  
Boston, MA 02119  
(617) 445-3555  
Margaret Wood

Architect: Studio G Architects, Inc.  
179 Boylston Street, Building P  
Jamaica Plain, MA 02136  
(617) 524-5558  
Sylvia Mihich

Legal Counsel: KJP Partners  
155 Federal Street, #1302  
Boston, MA 02110  
(617) 409-5395  
Kurt James

Civil Engineer: Nitsch Engineering  
2 Center Plaza #430  
Boston, MA 02108  
(617) 338-0063  
Chelsea Christenson



Transportation Engineer: MDM Transportation Consultants, Inc.  
28 Lord Road, Suite 280  
Marlborough, MA 01752  
(508) 303-0370  
Dan Mills

Structural Engineer: Foley Buhl Roberts & Assoc.  
2150 Washington St # 150  
Newton, MA 02462  
(617) 926-9486  
Lenny Weiss

MEP Engineer: SAR Engineering  
10 Granite St.  
Quincy, MA 02169  
(617) 328-9215  
Mike Cotter

Landscape Architect: KMDG  
214 Cambridge St.  
Boston, MA 02114  
(617) 227-2560  
Kaki Martin

## **2.0 Project Description**

### **2.1 Introduction**

Boston Preparatory Charter Public School (Boston Prep) is proposing to expand its recently completed Phase I school building at 885 River Street in Hyde Park (the “Property”), and undertake related site improvements (landscaping and expanded parking). Together with the recently completed Phase I building, the expansion (Phase II) will provide a new home for Boston Prep.

This project is needed because in January 2017, Boston Prep received authorization from the Commonwealth’s Department of Secondary Education (DESE) to add an additional 300 students to their program. The award of these seats was received through a competitive process, was a unique award in terms of the number of seats, and is a recognition of the success of the program. It also came with a requirement that the school provide space for these students by September 2018. Boston Prep is seeking a review of this application which will allow them to begin construction in the summer of 2017 and complete construction prior to the start of school in the summer of 2018.

Boston Prep is a public charter school, accepting Boston students via a public lottery and serving them in grades six through twelve. Boston Prep's mission is to prepare students to succeed in four-year colleges and to embody, in thought and action, lifelong ethical growth by cultivating the virtues of compassion, courage, integrity, perseverance, and respect. Opened in 2004, Boston Prep is in its twelfth year of operation, with 400 students and 67 teachers and staff members. More than 40% of students come from our target neighborhoods in Boston, 75% are eligible for free or reduced price lunch, 19% receive special education services, and 7% are Limited English proficient. Boston Prep is a school with a focus on rigorous, standards-based liberal arts curriculum, ethical development, an integrated alumni support program to drive college persistence, and the development of exceptional teachers. Over the past decade, Boston Prep has grown into one of the strongest schools in Boston and in the nation, helping students achieve at high levels, get into college, and succeed in college

Together with the recently completed Phase I, the Phase II Project will create a comprehensive middle and high school facility that will enable the school to deliver on its ambitious program goals and longstanding charter promise to serve the neighborhoods of Hyde Park, Dorchester, and Mattapan.

## **2.2 Project Design Description**

The Property is comprised of a single 94,500± square foot lot fronting onto River Street to the south, bounded by residential properties to the north and west and a commercial property, to the east. Historic Sanborn Fire Insurance maps, aerial photographs, and city directories reviewed as part of the Phase 1 assessment indicate that the Property was vacant and undeveloped prior to the construction of the Phase I building. Aerial site plan and photographs of the site and context are included in Exhibits A-1, B-1 to 5 attached to the application. Boston Prep intends to construct a three-story, 32,000± square foot expansion of the recently completed middle and high school building. An existing Site Plan is attached as Exhibit C-1, a proposed Site Plan is attached as Exhibit C-2, Elevations are attached as Exhibits D-1 through D-2 and a perspective is attached as Exhibit D-3.

### **Middle/High School Expansion (Phase II)**

The proposed Phase II expansion will be a three story structure to match the existing Phase I and will include instructional, support, and a cafeteria. Phase I and Phase II will be connect on all three levels.

Like the Phase I building, the expansion building is a steel frame structure on concrete footings and slab-on-grade, with exterior cladding of brick (red) and calcium silicate masonry units (beige). The expansion building is intended to be visually continuous with the first phase and incorporates similar massing, as well as glass and metal panel elements into the façade. The main entry lobby is being reconfigured to face the street and is integrated into the 3-story connector which joins the expansion to the existing building.

See attached drawings in three dimensions. **Exhibit D-3**

### **Site Improvements**

The site design will be modestly revised to accommodate the Phase II expansion which will occupy the area originally designated as the basketball court and lawn; the parking lot is being enlarged to add parking spaces which keeps the building in compliance with zoning as follows:

Total building area of existing building:	49,800 square feet
Total building area of expansion:	32,000 square feet
Total area of existing and expansion:	81,800 square feet

Total number of spaces required by zoning:	58 spaces
Total number of spaces being provided:	64 spaces

See attached revised site plan. **Exhibit C-2**

### **2.3 Sustainable Design Description**

Boston Preparatory supports sustainability as part of its educational mission. To the extent feasible and economically viable, the renovations and addition will include sustainable building design elements, compliant with the Stretch Energy Code (“Stretch Code”) adopted by the City of Boston. While still in the planning stages, the following sustainable design features are being investigated for the Project:

- Stormwater detention system to reduce the amount and rate of stormwater flow from the Property;
- Thermally efficient windows with shading devices to minimize heat gain during the warmer months;
- Roof and wall insulation to meet Stretch Code requirements;
- Use of an aesthetically compatible light colored roof to reduce heat island effect;
- Use of recycled and regional materials, including interior finishes containing low volatile organic compounds;
- Energy efficient HVAC system with heat recovery and energy management systems throughout, calibrated to work effectively with operable aluminum windows;
- Occupancy sensors, tandem switching and energy efficient light fixtures to meet Stretch Code requirements;
- Use of low flow plumbing fixtures and no or minimal irrigation;
- Sedimentation and erosion control measures during construction and recycling of construction waste;
- Bike racks and staff showers to encourage bicycle commuting

## 2.4 Project Dimensional Information

Lot Area:	94,500 (2.17 acres)
Building Area:	32,000 GSF
Floor Area Ratio	0.87 (below maximum 1.0 allowed by zoning)
Building Height:	35 Feet / 3 Floors (as required by zoning)
Off-Street Parking:	64 Spaces (6 more spaces then required by zoning)
Off-Street Loading Bay:	12' x 25' Space provided (as required by zoning)
Yard Setbacks:	10 foot setbacks at front, side and rear yard (as required by zoning)

## 2.5 Zoning Information

The Property is located within a Neighborhood Business sub-district (NS-1 Neighborhood Shopping) of the Hyde Park Neighborhood District, which is governed by Article 69 of the Boston Zoning Code (the "Zoning Code"). The Property is not located in any special districts or overlay districts established pursuant to the Zoning Code.

The proposed use is Education (K-12) which is use group E, an allowed use in a Neighborhood Shopping district. Landscaped planting strips and fences will be built along lot lines abutting residential sub-districts and around the parking lot as required by the zoning code. Boston Prep intends to include an identification sign on the River Street elevation that meets the zoning code's dimensional requirements.

No zoning relief is required to build the expansion project.

### **3.0 Transportation and Pedestrian Access**

#### **3.1 Project Description**

The project site is an approximate 2.2-acre parcel of land located on the northern side of River Street in Boston, Massachusetts. The location of the site relative to adjacent roadways is shown in **Figure 1**.

The project involves expanding the recently completed middle and high school (Phase I). As part of Phase I two curb cuts along River Street were reconfigured and the site was laid out to accommodate buses, parking and vehicular circulation. A dedicated area for loading and unloading of school buses was provided along the building front while parent drop-off/pick-up areas will be integrated with the main parking area. The existing site layout plan is shown in **Figure 2**.

The expansion of Boston Prep will accommodate 300 additional students (700 total) and 47 additional staff (110 total). The expansion will add 6 parking spaces (64 total). The vehicular circulation is otherwise unchanged.

#### **3.2 Existing Conditions**

An overview of River Street within the study area and public transportation opportunities serving the area are described below.

##### **River Street**

River Street is classified by the Massachusetts Department of Transportation (MassDOT) as an Urban Minor Arterial roadway under local (City) jurisdiction and carries approximately 11,000 vehicles per day within the study area. River Street is generally an east-west roadway in the project area and connects Washington Street in Mattapan to the east with Cedar Street in the Town of Dedham to the west. In the study area, River Street generally provides one lane of travel in each direction, with additional lanes at major intersections. There are approximately 6-foot wide sidewalks provided along both sides of the roadway and an approximate 36-foot curb to curb roadway width. On-street parking is permitted along the southern side of River Street and prohibited along the northerly side within the immediate study area. Land use along River Street consists of a mix of residential uses and commercial uses including The Shops at Riverwood located directly across from the site.

##### **Pedestrian Access**

Sidewalks are provided along both sides of River Street and are in very good condition. The traffic signals at the River Street/Wood Avenue intersection to the east of the site and the River Street/Metropolitan Avenue intersection to the west of the site include an exclusive pedestrian phase with pedestrian activation buttons and countdown pedestrian signals at all four corners. Pedestrian ramps and crosswalks are in very good condition and exist at all four legs of both intersections. A marked crosswalk also exists at the River Street/Rosa Street unsignalized intersection to the west of the site.

A new crosswalk is being constructed as part of the closeout of the Phase I.

See attached plan for illustration of the proposed cross walk. **Exhibit C-2**

### **Public Transportation**

The Massachusetts Bay Transportation Authority (MBTA) operates public transportation in the site vicinity with a bus stop located on River Street immediately west of the site. Specific local bus service and rapid transit service is described below and shown in **Figure 3**.

- **Bus Route 33:** This bus route provides service between the Dedham Town Line and Mattapan Station (Red Line) with connections to Readville Station (Commuter Rail) and Hyde Park Station (Commuter Rail). This bus service generally operates approximately every 30 to 35 minutes on weekdays.
- **Bus Route 24/27:** This bus route provides service between Wakefield Avenue and Ashmont Station (Red Line) with connections to Fairmont Station (Commuter Rail) and Mattapan Station (Redline). This bus service generally operates approximately every 20 to 30 minutes on weekdays.
- **Mattapan Station (Red Line):** This subway line provides service between Alewife Station in Cambridge and Mattapan Station. This subway service generally operates approximately every 5 to 15 minutes on weekdays. The MBTA operates approximately eight (8) bus lines out of the Mattapan Station with services dispersed in several different travel directions providing a comprehensive public transportation network. This station is an important hub for the Hyde Park area and is located approximately 1 mile from the Site which is a 20± minute walk or 5± minute bus ride.

Boston Prep is in the process of requesting the relocation of MBTA Bus Stop #6361 to a location more proximate to the school and has requested an increase in MBTA bus frequency at peak school arrival and dismissal periods

### **3.3 Boston Prep Operations**

#### **Arrival and Dismissal Periods**

The Boston Public Schools (BPS) currently provides Boston Prep with public school buses (a combination of full size and compact school buses) for grade 6 students with supplemental transportation provided through the MBTA public transportation system. Students also walk to school and are dropped off via passenger vehicles.

Students and staff at the middle-high school generally arrive between 7:00 AM and 7:45 AM each day. Dismissal times include 2:05 PM on Monday and 3:45 PM Tuesday through Friday, with student pick-up activity beginning approximately 30 minutes prior to school dismissal and generally lasting up to one hour. Students will generally be dismissed from after school activities prior to 5:30 PM, at which time the majority of staff leave. The remaining staff will typically leave the grounds by 7:30 PM. During the

year, the school plans to host 10 to 12 special events including new student receptions and athletic banquets.

During the period that the Phase I building was under construction, BPS changed the policy for yellow buses. When the Article 80 application was submitted in April 2015 for Phase I, grades 6-8 rode yellow buses. Since that time, BPS discontinued the use of yellow buses for 7<sup>th</sup> and 8<sup>th</sup> graders: these students now arrive by public transit or are dropped off. Therefore, although the total school population will increase with the Phase II construction, the number of yellow buses will be reduced. Following is a summary:

<b>Year</b>	<b>Grade Levels Receiving Busing</b>	<b>Students Receiving Busing</b>	<b>Total Buses</b>
2015	6, 7, 8	180	5
2017 and beyond	6	88	3-4

**Site Access and Circulation**

To limit conflict points, vehicular access to the facility is via an entrance-only driveway and an exit-only driveway along River Street. The existing parking field is a one-way counter-clockwise circulation pattern to facilitate drop-off/pick-up operations during the school arrival and dismissal periods. 56 parking spaces were provided in Phase I; this will be increased by 8 to a total of 64 for Phase II, with dedicated parent vehicle pick-up/drop-off and school bus pick-up/drop-off areas. The site plan allows up to four standard size school buses to stack off-street in the loading/unloading along near the building’s primary entrance.

Food and other supplies are delivered daily on standard sized delivery trucks which are accommodated on-site. A dumpster was located within the parking area as part of Phase I and accommodates all the waste/refuse requirements of the Project. The dumpster is serviced outside of arrival and dismissal periods. The school expects to increase the number of waste/refuse pickups to accommodate the increased size of the program.

**Travel Mode Share**

Projected site programming characteristics for the Phase II expansion indicates the following:

- *Public Transportation.* Approximately 70 percent of the student population will utilize the local public transportation system (MBTA) which provides connections to major area transit stations, including the Mattapan MBTA Station.
- *City of Boston Public School Busing System.* As currently planned, the school will be provided with approximately four public school buses (a combination of full size and compact buses) through Boston Public Schools. The school buses will accommodate approximately 15 percent of the school population in a designated loading and unloading area along the school driveway.

- *Parent Pick-up/Drop Off.* Approximately 10 percent of students will arrive and depart from the school using the on-site parent drop-off/pick-up area along the eastern side of the proposed school building.
- *Bicycle and Walking Trips.* Approximately 5 percent of students will walk or travel by bicycle. A walkway connecting to the existing sidewalk system along River Street and secure on-site bicycle racks are included in the site development plan.

### **3.4 Transportation Analyses**

As stated above, upon completion of Phase II, Boston Prep will be served daily by up to four school buses in addition to parent pick-up/drop-off activity. These operations take place on-site and are supervised by Boston Prep staff. Boston Prep serves grades 6-12 and does not offer lower grades which often require a more complex and lengthy parental pick-up/drop-off operations. Boston Prep's site is directly served by the MBTA bus system and is 1.3 miles (a six minute walk) from the MBTA Mattapan Station.

The Phase II project includes the following:

- Parking spaces for 64 vehicles (equivalent to 0.78 spaces per 1,000 square feet of gross floor area) will be provided on-site to meet Boston Prep staff and visitor parking demands. Proposed parking supply exceeds the Hyde Park Neighborhood District off-street parking requirements (0.7 spaces per 1,000 square feet of gross floor area).

The following are being completed as part of Phase I:

- The site driveways are configured to provide a one-way entrance and one-way exit driveway to improve safety and limit conflict points along River Street.
- An internal driveway proximate to the primary building entrances accommodates all projected school bus drop-off/pick-up activity.
- A crosswalk, wheelchair ramps and Rapid Rectangular Flashing Beacons is being installed on River Street.
- The Proponent is working with the MBTA and City of Boston to locate the Route 24/33 inbound bus stop on River Street to a point more proximate to the Site.
- Bicycle racks, with a capacity to secure 14± bikes, and shower facilities are provided on-site for staff and students to encourage bicycle commuting.
- Deliveries and waste service occur on-site and are managed by Boston Prep so as not to interfere with arrival and dismissal of students. The driveways and loading areas were designed to accommodate school buses and standard sized delivery vehicles.
- Boston Prep staff direct students to/from the school building entrances and the drop-off/pick-up areas as required.



- Boston Prep will continue to encourage the use of non-auto transportation for students and staff.
- Proposed landscaping and other physical features were designed to limit the impact to sight lines to and from the proposed exit driveway.

#### **4.0 Public Benefits**

The following Phase II is expected to provide a range of benefits for the Hyde Park neighborhood and the City of Boston are anticipated, as an extension of those put forward in Phase I:

##### **4.1 Job Creation and Increased Economic Activity**

The construction of the proposed school building and site improvements will create approximately 100 construction jobs. Creating a new home for Boston Prep will insure that the existing approximately 67 staff and faculty jobs remain in the neighborhood. The increased activity from Boston Prep's students, parents and staff following project completion, will revitalize the previously vacant site and benefit businesses in the surrounding neighborhood. The proposed installation of a new River Street crosswalk will connect the Project to the Shops at Riverwood.

##### **4.2 Sustainable Development**

Boston Prep's Phase I project has transformed a poorly maintained, mostly paved site into an environmentally responsible development with an energy efficient building, expanded green space, and a school program that supports sustainability as part of its educational mission. The Project team incorporated many sustainable design elements in the building design as noted in Section 2.3 and utilized environmentally sound practices in construction: Phase II will follow this lead. Boston Prep is augmenting current operational policies that encourage bicycle and walking commutes, reduce energy consumption and promote recycling.

##### **4.3 Enhancing the Property's Visual Characteristics**

The Phase I school building, site improvements and landscaping have significantly improved the appearance and urban design impact of the Property: Phase II will maintain and extend the key features of the design which enhance the property's visual characteristics. River Street is now defined by the long, three story, primary façade of the building, and animated by arrival and departure activity adjacent to the public sidewalk: Phase II will align with and continue the River street elevation. The planted buffer and fence at the sidewalk add human scale and seasonal variety to the pedestrian experience along River Street. Site improvements incorporated in Phase I include a continuous green edge, with fence, plantings and trees, between the Project and neighbors to the north, east and west. Planted buffer zones with shade trees, new fencing and site furnishings have dramatically improved the aesthetics of the site.

## 5.0 Public Review and Anticipated Permits

A preliminary list of anticipated permits and approvals required for Phase II is included (Table 1) and discussed below.

### 5.1 Permits and Approvals Required

The Project is located in the City of Boston’s Hyde Park Neighborhood District. The Project involves the construction of a new approximately 32,000± square foot building and site improvements expanding the Phase I project. The Project requires Small Project Review pursuant to Section 80E-2(1)(b)(5) of the Zoning Code.

We anticipate the following permits and approvals for the expansion:  
Plan review from Boston Water & Sewer due to the expanded impervious area

No additional street permits are anticipated.

### 5.2 Permits and Approvals Not Required

The Property is not listed on the Inventory of Historic and Archaeological Assets of the Commonwealth of Massachusetts, and is not in a designated historic district.

Site environmental analysis indicates that no special permits are required for the excavation or management of site soils. The Project will not require review under the Massachusetts Environmental Policy Act (“MEPA”).

**Table 1: Agency Permits and Approvals\***

<b>Federal and State Agency/Permit</b>	
Environmental Protection Agency	• NPDES Gen. Const. Stormwater Permit
<b>City Agency/Permit</b>	
Boston Planning and Development Agency	• Small Project Review
Boston Transportation Department	• Site Plan Approval • Const. Traffic Management Plan Approval
Boston Water and Sewer Commission	• Site Plan Approval

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

### 5.3 Community Outreach

Since the start of construction of Phase I in 2015, Boston Prep has developed relationships with all abutters. On March 13<sup>th</sup>, Boston Prep met with the East River Neighborhood Association and informed them of their opportunity to expand. Boston Prep is held a neighborhood Open House on Saturday April 8<sup>th</sup> and looks forward to joining with the BPDA to meet with abutters and inform them of the project.

The Boston Prep has consulted with the Mayor's Office of Neighborhood Services, Boston City Councilor Timothy McCarthy, State Senator Linda Dorcena Fory and State Representative Angelo Scaccia to discuss the Project and will continue to update them throughout the permitting and construction phases. Boston Prep will continue their outreach to neighborhood community groups to apprise them of the Project and its public review/approval process. A BPDA-sponsored community meeting will be held in May 2015.

### **List of Transportation Figures**

Figure 1	Site Location
Figure 2	Preliminary Site Layout
Figure 3	MBTA Public Transportation

### **List of Exhibits**

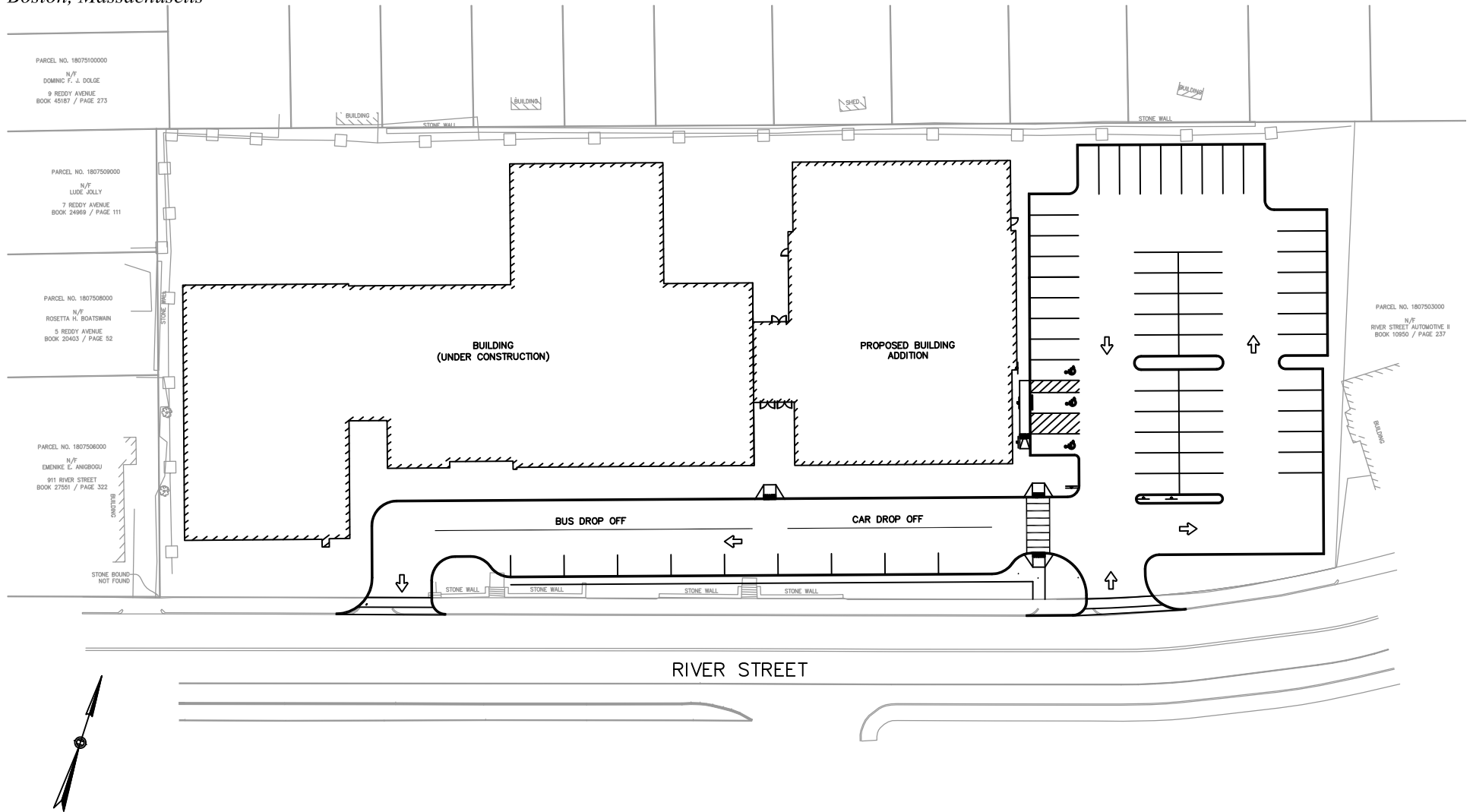
Exhibit A-1	Aerial Site Plan
Exhibit B-1	Site Photographs
Exhibit B-2	Context Photographs
Exhibit B-3	Context Photographs
Exhibit B-4	Context Photographs
Exhibit B-5	Context Photographs
Exhibit C-1	Existing Site Plan
Exhibit C-2	Proposed Site Plan
Exhibit D-1	South (River Street) Elevation & East Elevation
Exhibit D-2	North & West Elevations
Exhibit D-3	Perspective from River Street Looking West





Figure 1





North  
Scale: Not to Scale

Site Plan Source: Studio G Architects/Nitsch Engineering

**MDM** TRANSPORTATION CONSULTANTS, INC.  
Planners & Engineers

Figure 2

Preliminary Site Layout

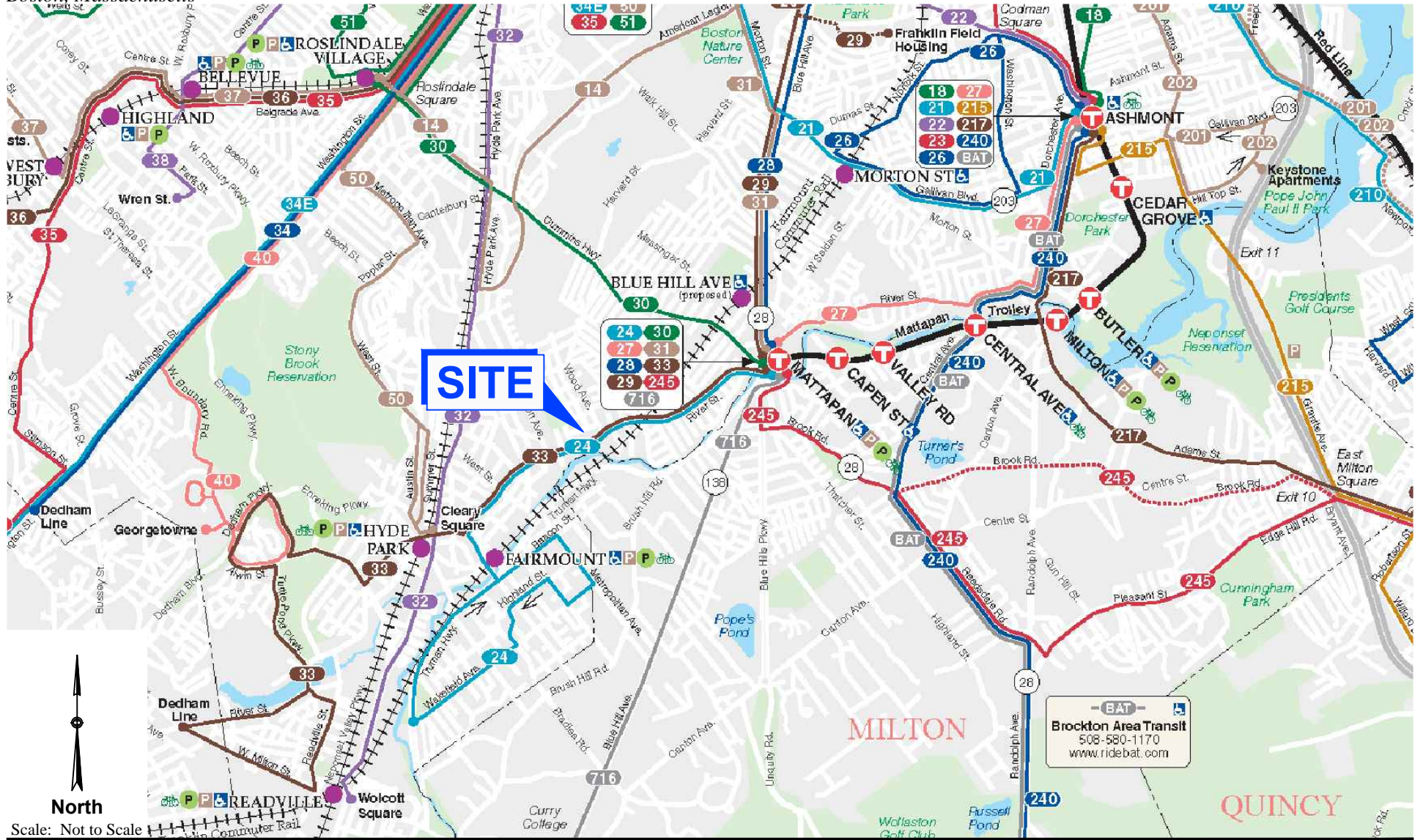


Figure 3





# EXHIBIT A-1





VIEW ON SITE LOOKING SOUTH-WEST



VIEW ON SITE LOOKING WEST



VIEW ON SITE LOOKING WEST



VIEW ON SITE FROM RIVER ST. LOOKING NORTH-WEST

## EXHIBIT B-1

BOSTON PREP CHARTER PUBLIC SCHOOL - PHASE 2

BOSTON PREP CHARTER PUBLIC SCHOOL - PHASE 2

Site Photographs

04/14/2017





DETAIL VIEW - AUTOBODY SHOP



VIEW FROM RIVER ST. LOOKING NORTH-WEST



VIEW ON SITE FROM AUTOBODY SHOP



VIEW OF AUTOBODY SHOP FROM RIVER ST.

# EXHIBIT B-2





VIEW FROM RIVER ST. LOOKING EAST



DETAIL VIEW - DOLLAR TREE



VIEW FROM RIVER ST. LOOKING SOUTH-EAST



VIEW OF THE SHOPS AT RIVERWOOD LOOKING SOUTH-EAST

## EXHIBIT B-3





VIEW OF REDDY AVE. RESIDENCES FROM SITE



SOUTH-WEST CORNER OF SITE FROM RIVER ST.



RESIDENCES AT THE CORNER OF RIVER ST. AND REDDY AVE.



VIEW OF ABANDONED HOUSE ON RIVER ST.

## EXHIBIT B-4





VIEW OF FRAZER ST. RESIDENCES FROM SITE



VIEW OF EXISTING SCHOOL AND FRAZER ST. RESIDENCES FROM SITE/RIVER ST.



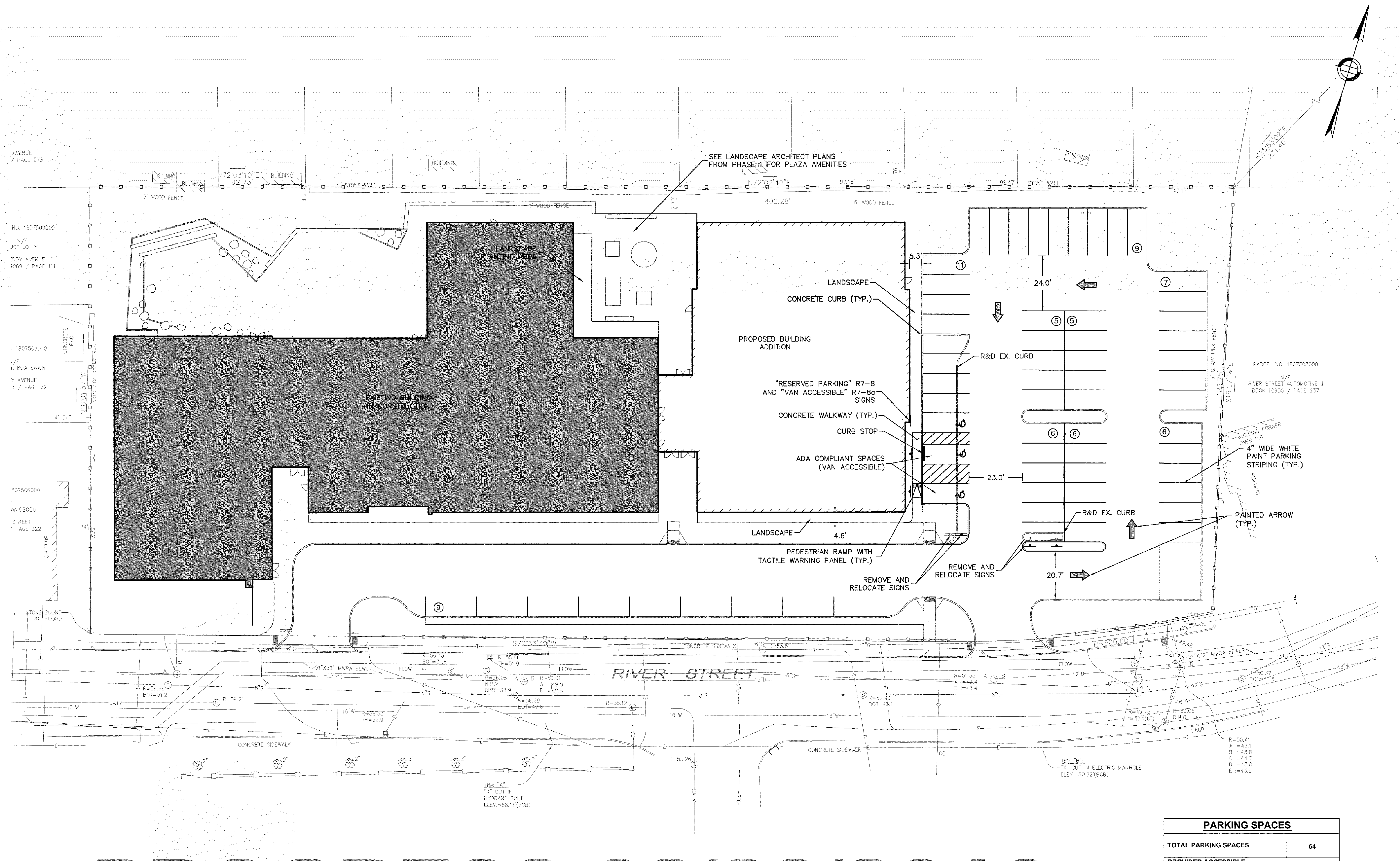
DETAIL VIEW FRAZER ST. RESIDENCES



VIEW OF AUTOBODY SHOP FROM RIVER ST.

## EXHIBIT B-5





AVENUE / PAGE 273

NO. 1807509000  
N/F JDE JOLLY  
JODY AVENUE  
1959 / PAGE 111

NO. 1807508000  
N/F I. BOATSWAIN  
Y AVENUE  
3 / PAGE 52

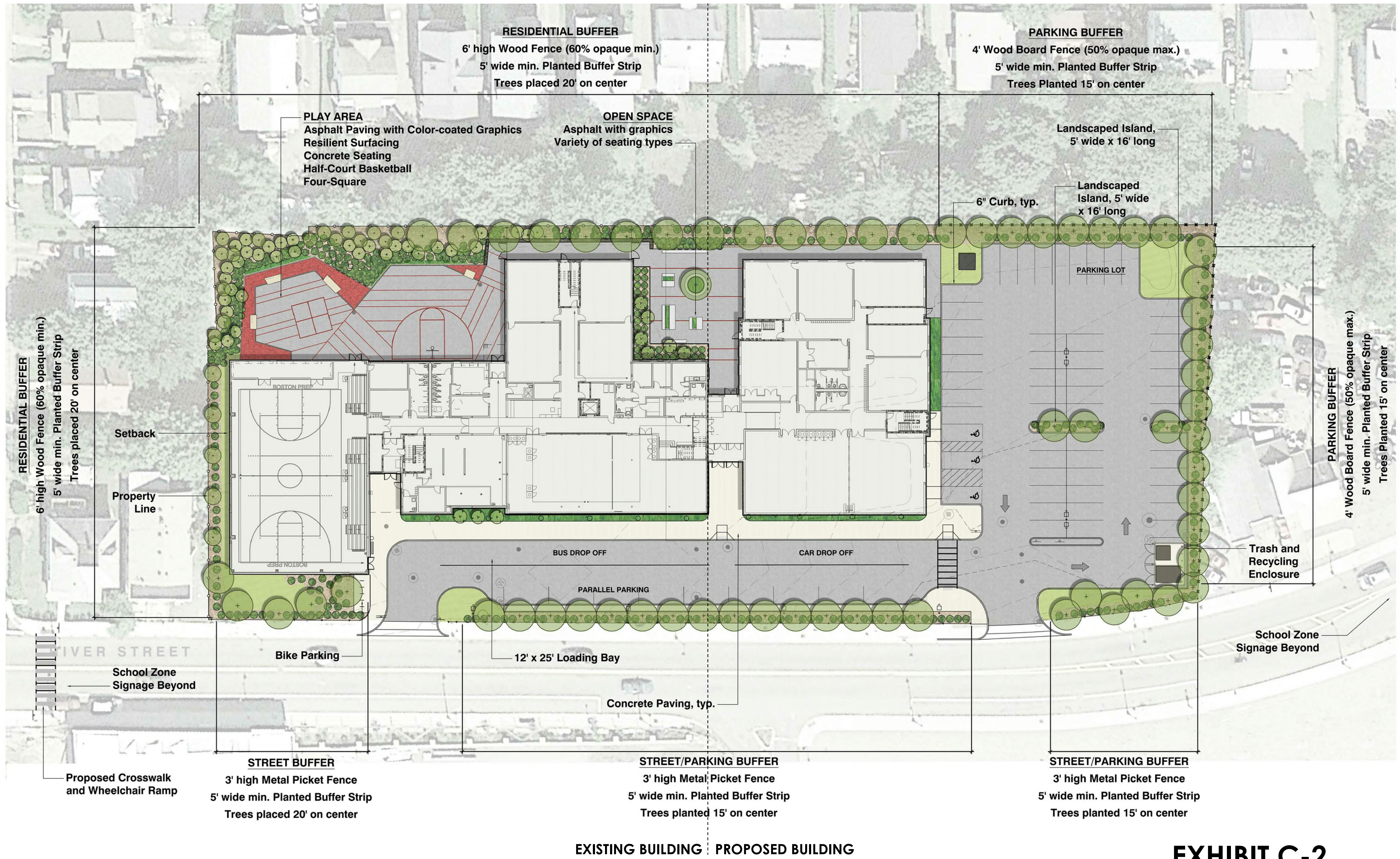
NO. 1807506000  
N/F ANIGBOGU  
STREET / PAGE 322

PARCEL NO. 1807503000  
N/F RIVER STREET AUTOMOTIVE II  
BOOK 10950 / PAGE 237

PARKING SPACES	
TOTAL PARKING SPACES	64
PROVIDED ACCESSIBLE SPACES (REQUIRED)	3
20-FOOT LONG SPACES	36

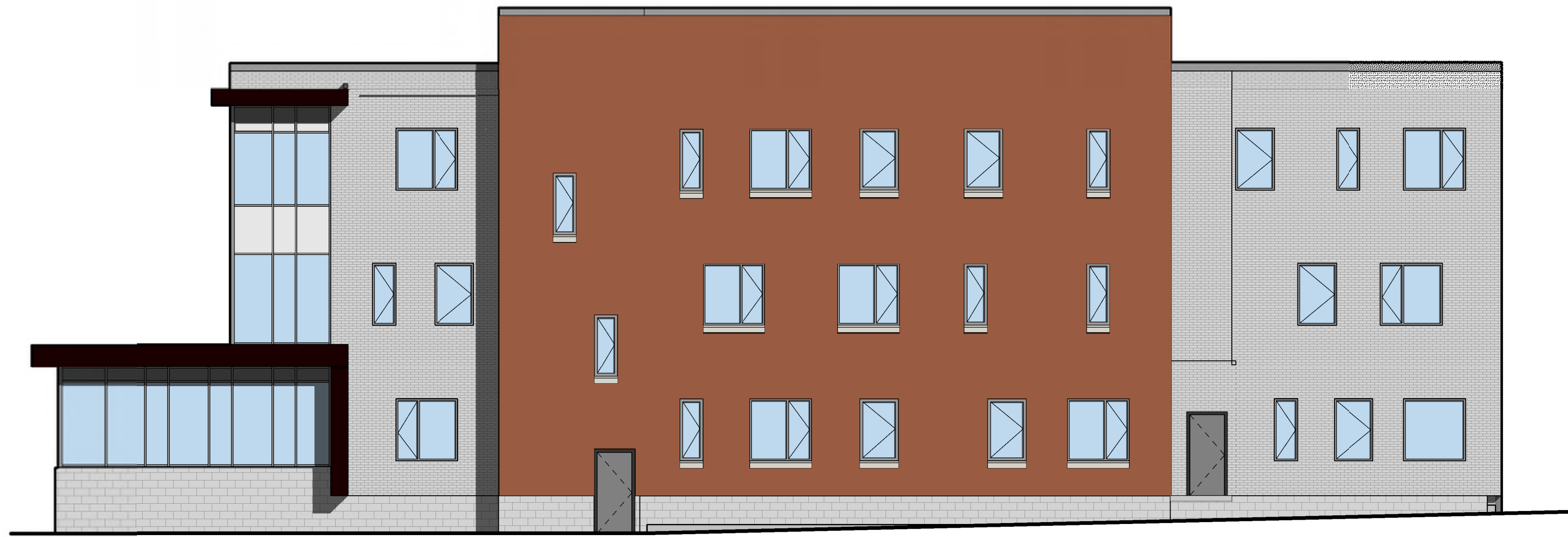
# EXHIBIT C-1



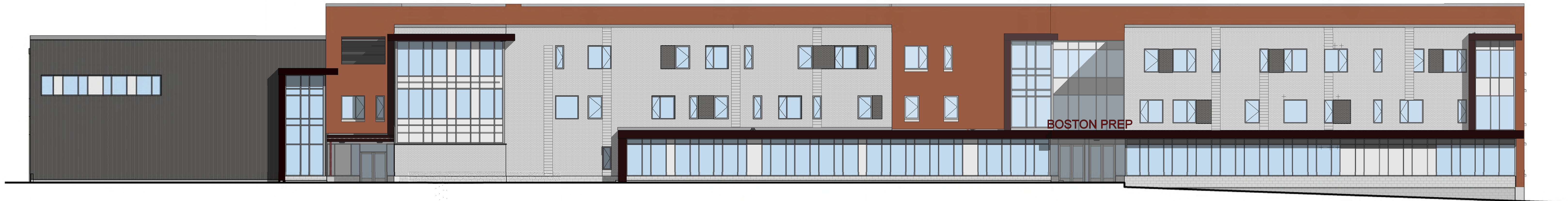


# EXHIBIT C-2





② EAST ELEVATION  
1/8" = 1'-0"



① SOUTH ELEVATION  
3/32" = 1'-0"

# EXHIBIT D-1



① NORTH ELEVATION  
3/32" = 1'-0"

## EXHIBIT D-2





## EXHIBIT D-3