



**APPLICATION FOR  
ARTICLE 80 SMALL PROJECT REVIEW  
FEBRUARY 7, 2019**

**PROJECT LOCATION:  
21 QUEEN STREET  
DORCHESTER, MA**

# TABLE OF CONTENTS

---

1. Executive Summary
2. Proponent Information
3. Development Team
4. Neighborhood Engagement
5. Project Site and Zoning
6. Project Design
7. Transportation Management
8. Community Benefits

Appendices:

- a. ISD Zoning Refusal Set
- b. Zoning Summary Table
- c. ADA Compliance Checklist

# 1. EXECUTIVE SUMMARY

---

Proponent:	Neighborhood House Charter School Foundation, Inc.
Site Address:	21 Queen Street, Dorchester
Parcel ID:	Parcel I- Book 33600 Page 211, Parcel II Book 33600 Page 211
Zoning District:	DND/ 3F-5000
Project Square Footage:	Approximately 21,000 sf
Estimated construction cost:	Approximately \$12 million

**NHCS History:** One of the first charter schools in Massachusetts, Neighborhood House Charter School (NHCS) opened its doors in 1995 to provide a better educational option for low-income Boston families and to incubate and disseminate innovative practices that have the potential to improve public education for all students. Today, more than twenty years later, NHCS serves approximately 650 students in grades K-10 (growing to K-12) and is one of the most sought-after public schools in the city, successfully serving a diverse community of children from Dorchester and surrounding Boston neighborhoods. For more information about the Neighborhood House Charter School, visit [www.thenhcs.org](http://www.thenhcs.org).

**2004 move to the Queen Street property:** In 2004, after almost 10 years in rented space during which time the school grew from 51 to 200 students, the school’s foundation acquired a property on Pope’s Hill, a residential neighborhood in Dorchester, and undertook an extensive renovation and expansion of the existing building. The school moved into the new space in 2006. At that time, additional renovations were contemplated and planned, but postponed to a future date for funding reasons. Today’s five-story building is approximately 76,000 square feet and sits on a four acre campus. Also on the campus are an outdoor basketball court, turf field and playground, and parking for 59 cars (zoning requires 55).

**This project:** While NHCS has settled into its permanent lower and middle school space, the space in the building continues to be too small to meet programming requirements and NHCS is ready to move forward with the next phase of expansion. In order to meet the instructional and school culture requirements, NHCS is planning to build an expansion of approximately 21,000 square feet containing 12 additional classrooms, a middle school gymnasium, and support spaces. The project also includes reconfiguring the parking area to accommodate additional parking spaces and improve traffic flow on the property.

**Schedule:** The project schedule targets construction completion in time for school occupancy in August 2021. Key milestones include:

July 2019	Article 80 and ZBA approvals
March 2020	Begin construction
June 30, 2021	Certificate of Occupancy

**Budget:** The total hard cost is estimated to be \$12 million. The project will be financed through a combination of equity (much of which comes from a capital campaign) and debt. Conversations with lenders have already begun.

## 2. PROPONENT INFORMATION

---

### **About the School:**

The Neighborhood House Charter School Foundation is the official proponent of this application and the land owner of the property. The Foundation is organized exclusively to carry out the charitable purpose of the Neighborhood House Charter School.

Neighborhood House Charter School opened its doors in 1995 as one of the first charter schools in Massachusetts with 51 students and a vision to provide educational excellence for Boston families. NHCS combines rich and structured learning with extensive social/emotional programming to help all students succeed in school and in life. NHCS strives to develop scholars who seek knowledge, embrace effort, act thoughtfully, and commit to the common good. NHCS has many children with significant needs, and NHCS commits to helping all students thrive at Neighborhood House, graduate from high school, and pursue post-secondary education on the path to achieve life success.

While it started with only 51 children, today NHCS is a 650-student school in the process of expanding to an 828-student K-12 school. Three years ago, the Massachusetts Board of Elementary and Secondary Education granted NHCS the opportunity to expand our middle school enrollment and to open a high school. The Department selected our school from among multiple applicants because of the school's overall track record of academic success as well as our "exemplary work in dissemination and support of students' social, emotional, and health needs." In the fall of 2019, NHCS will add an 11<sup>th</sup> grade, in the fall of 2020, NHCS will add the 12<sup>th</sup> grade and in June 2021, NHCS will graduate its first set of high school seniors.

NHCS serves mostly low-income students of color in one of Boston's most diverse neighborhoods. Just over 50% of students are Black or African American, approximately 20% are Latino and 20% white. 16% of students receive special education services and 8% are English-Language Learners. Over 50% are considered "high needs" students by the Massachusetts Department of Elementary and Secondary Education.

NHCS's educational model focuses on rich and structured learning and social-emotional programming, a combination that builds the academic and life skills that students need to be successful in grade school, post-secondary education, and beyond.

NHCS students routinely out-perform the city and state on the MCAS. Our 7<sup>th</sup> and 8<sup>th</sup> graders set the bar for performance by scoring among the highest of all students across the Commonwealth. NHCS 7<sup>th</sup> graders scored in the top 2% of schools for ELA growth over the past three years. Similarly, the 7<sup>th</sup> grade scored in the top 10% of schools for math growth over the past three years. The 8<sup>th</sup> grade scored in the top 2% of schools for ELA growth in two of the past three years.

### **History at 21 Queen Street:**

When NHCS purchased the property at 21 Queen Street, NHCS undertook significant renovations. Figures 1 and 2, respectively, show the original configuration of the building and the addition completed in 2006. Additionally, at the time of the first renovation, a larger renovation was contemplated to add a gymnasium and six additional classrooms. The third image below shows the anticipated location of these elements that were contemplated, but not built at that time.

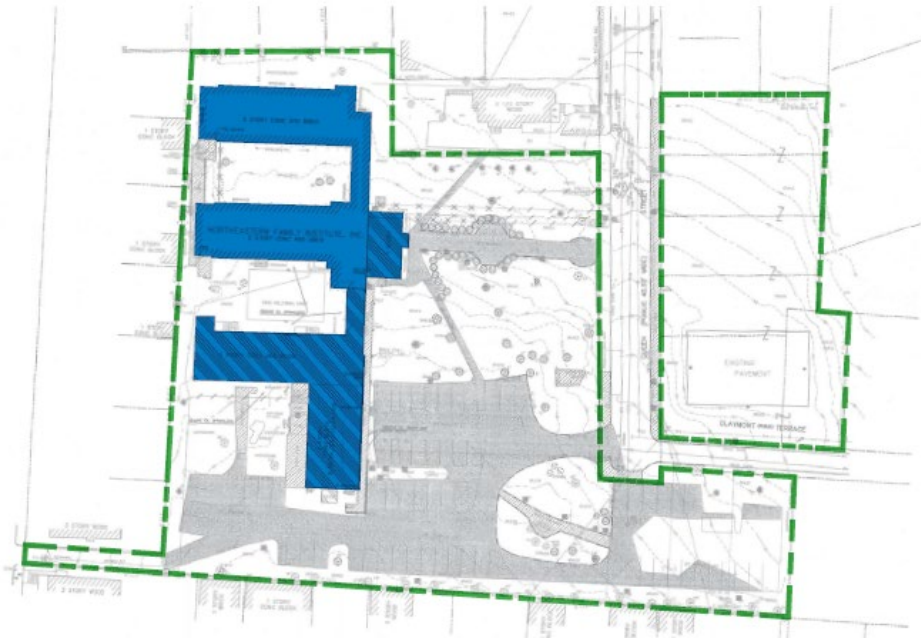


Figure 1: 21 Queen Street before 2003

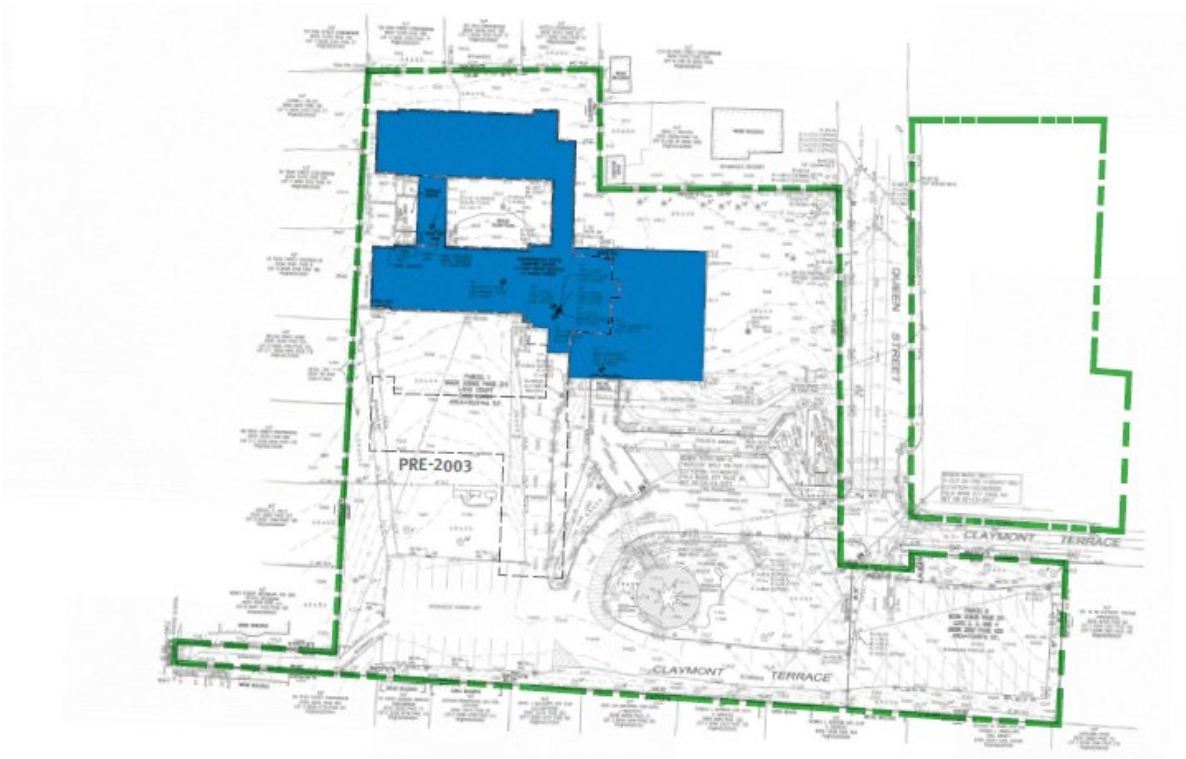


Figure 2: 21 Queen Street today



### 3. DEVELOPMENT TEAM

---

**Proponent:**

Neighborhood House Charter School Foundation  
21 Queen Street  
Dorchester, MA 02122

**Architect:**

Arrowstreet  
10 Post Office Square, Suite 700N  
Boston, MA 02109  
(617) 623-5555  
Laurence Spang  
Jessica Bessette

**Construction Manager at Risk:**

W.T. Rich Company, Inc.  
29 Crafts St # 300  
Newton, MA 02458  
(617) 467-6010  
Brian Santos

**Consultant:**

Qroe Preservation Development  
31 St. James Avenue, 6<sup>th</sup> Floor  
Boston, MA 02116  
(617) 388-7750  
Robert Baldwin

**Traffic, Transportation and Parking Consultant:**

MDM Transportation Consultants  
28 Lord Rd., Suite 280  
Marlborough, MA 01752  
(508) 303-0370  
Robert Michaud

**Legal Counsel:**

Sullivan & Worcester, LLP  
One Post Office Square  
Boston, MA 02109  
(617) 338-2800  
Victor Baltera

McDermott Quilty & Miller, LLP

28 State Street, Suite 802  
Boston, MA 02109  
(617) 946-4600  
Dennis Quilty

**Owner's Project Manager:**

NHCS is in the process of changing which firm provides owner's project management services. A request for services is currently out to bid. We expect to have a new OPM firm on board in March 2019.

## 4. NEIGHBORHOOD ENGAGEMENT

---

In efforts to engage and work collaboratively with the school's neighbors with respect to this expansion, Neighborhood House Charter School has undertaken a significant effort to engage, hear from, and respond to neighbors regarding this project. To that end, NHCS has:

- Established a project website where community members can learn about the project, see meeting information and notes, and join the list to receive information on an ongoing basis. The website is located at: <http://www.thenhcs.org/expansion>
- Held ten neighborhood meetings where community members were invited to learn about the progress of the project and provide input. Materials and notes from each meeting are accessible on the website. The dates of the meetings were:
  - October 17 & 21, 2017
  - November 15, 2017
  - December 13, 2017
  - January 10, 2018
  - May 31, 2018
  - June 26, 2018
  - September 24, 2018
  - November 15, 2018
  - January 8, 2019
- Held many more conversations with individual neighbors to answer questions, talk through specific concerns, and collaborate on the project.

Additionally, the design that is being put forward includes significant accommodations for the neighbors and community members who expressed concerns. NHCS listened carefully to the concerns articulated and changed the design in efforts to mitigate voiced concerns. Specifically, neighbors have worked with us to inform and adjust the location of the gymnasium, the height and massing of the additions, traffic flow and location of key circulation areas, and landscaping plans. We intend to continue this dialogue with the community throughout the design process, and we are committed to ongoing collaboration.



## 5. PROJECT SITE AND ZONING

The project site consists of approximately 2.3 acres at 21 Queen Street in the Dorchester neighborhood of Boston. The site is bounded by Queen Street to the east and residential neighbors on the remaining three sides. Claymont Terrace ends at the 21 Queen Street property. Across Queen Street is a second property owned by the NHCS Foundation which functions as a recreational area and playground for the students. The property is currently used as a preK-7 school for approximately 450 students.

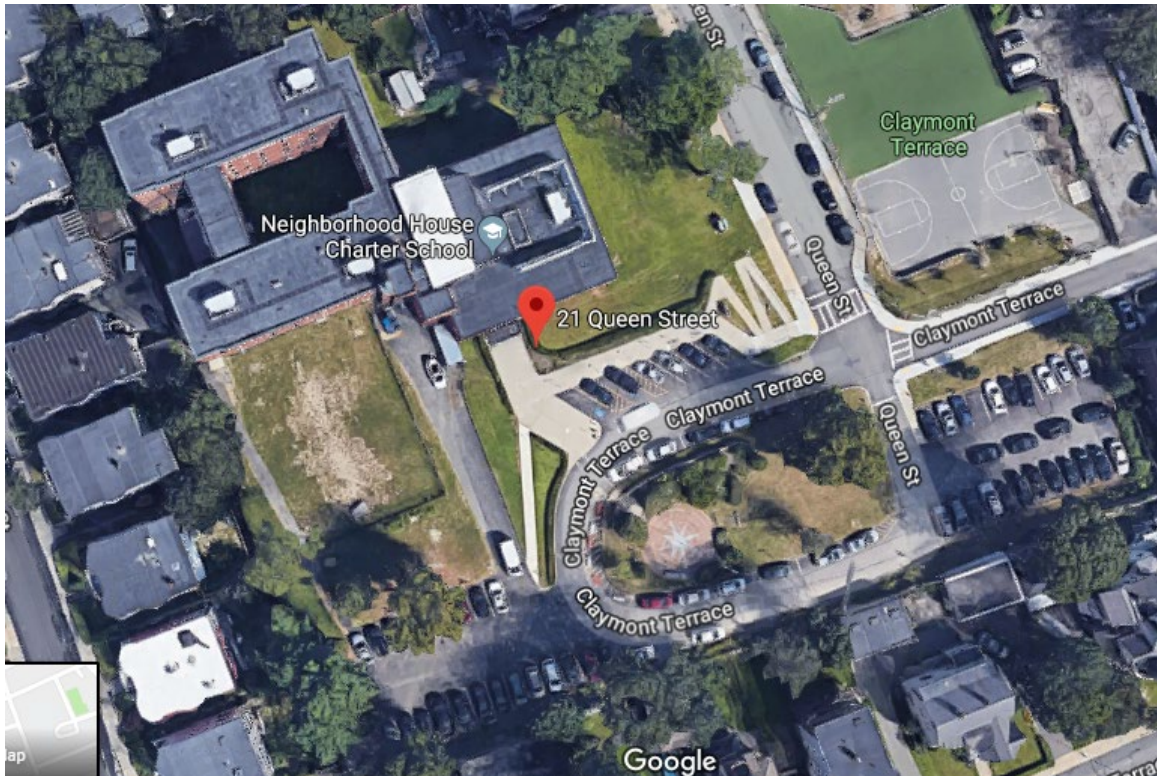


Figure 4: Aerial view of current property configuration including school building, small east and west parking lots, and traffic circulation areas

### **Current zoning:**

The Project Site is located in the Dorchester Neighborhood District & Three-Family Residential Subdistrict, with no overlay Districts. The table below describes the dimensional zoning requirements for the sub-district.

#### Dorchester Neighborhood District – 2F-6,000

Elementary & Secondary Schools	Conditional
Max FAR	0.5
Max Building Height	35
Max. Building Stories	2.5
Minimum Lot Size	5000 SF
Minimum Usable Open Space (SF per dwelling unit)	N/A
Minimum Lot Width	50

Minimum Lot Frontage	50
Minimum Front Yard	15
Minimum Side Yard	10
Maximum Rear Yard	30
Parking (educational use)	.7/1000 GSF

The following is a brief summary of the zoning relief that will be necessary for the project to proceed, the full details of which are included in the ISD Zoning Refusal Set and attached here as an appendix.

**Parking and loading:**

The project is required to have a minimum of 70 parking spaces per zoning requirements. During the last renovation, 55 spaces were approved by the ZBA and this additional square footage will trigger the need for 15 more spaces. The project proposes at least 70 spaces in the lot (the current design shows 78 spaces), as well as a dedicated vehicular drop-off and pick up path for cars, and an additional 6 parallel parking spaces with restricted use for quick trips into the building.

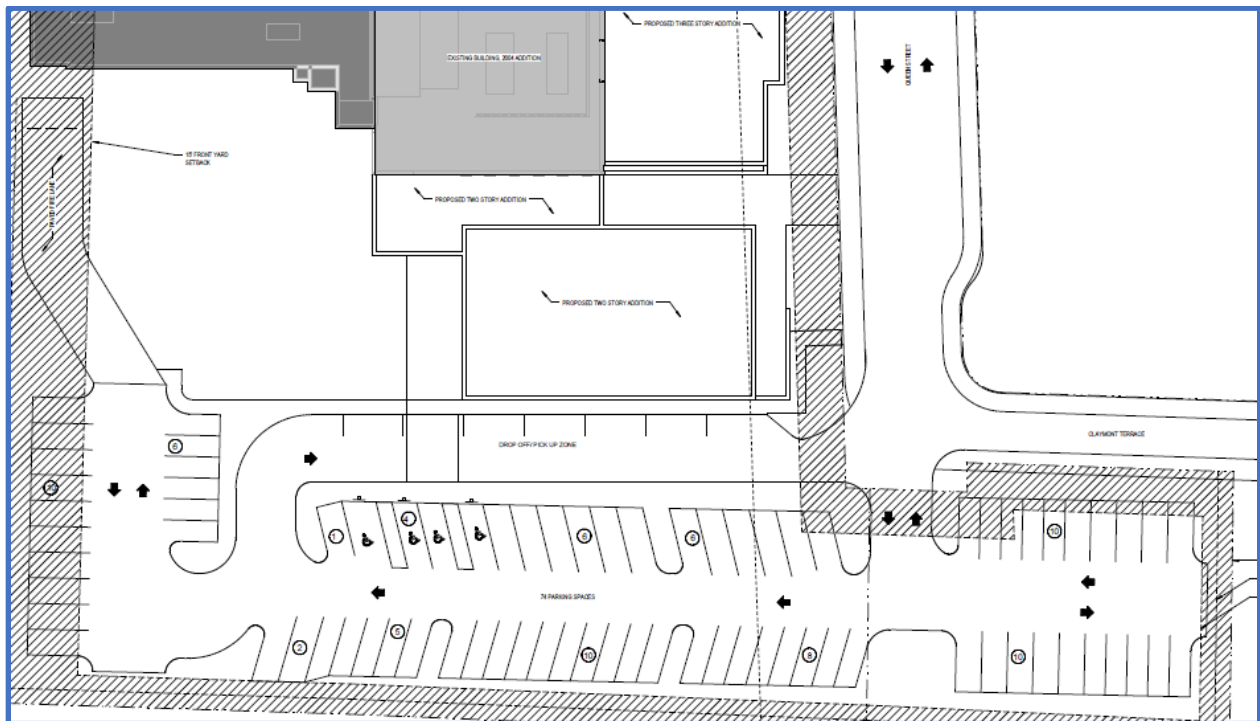


Figure 5: Drawing of Parking Lot Plan submitted to ZBA showing 78 spaces and another 6 restricted parallel spaces in front of the building

**Dimensional Requirements:**

The project will not comply with the following zoning requirements under the zoning code, as further described on the Zoning Summary sheet in the appendix. The design team assumes Queen Street to be the front yard for Parcel and Claymont Terrace for Parcel II. Variances from the following provisions will be required for the project to proceed.

- Section 9-1: The project is are more than 25% greater than the area of the building as it existed pre-2004.

- Max Stories: The new classroom addition (3 stories) and existing building (5 stories) exceeds the zoning dimensions.
- Max Height: The new classroom addition and existing building exceeds the zoning dimensions.
- Max FAR: The proposed and existing FAR exceed the zoning limit.
- Section 65-41: Parking in Front yard setback encroaches the setback in parcel II only.

**Uses:**

The project will be used for educational purposes, which are conditionally permitted. The project will request a permit for Conditional Uses to the Board of Appeals.

## 6. PROJECT DESIGN

Design goals and context: Currently, NHCS faces several challenges regarding the 21 Queen Street property. The building is not large enough to house the 8<sup>th</sup> grade, causing them to be located off-site approximately one mile away. The building has several smaller classrooms where columns obscure instructional sightlines. The building has no indoor recreation space. When weather prevents students from playing outside, recess and physical education take place in hallways – which is both limiting to students and distracting to instructional settings nearby. Current parking is tight, and several staff routinely park on residential streets nearby, frustrating neighbors. Finally, current traffic queuing during drop-off and dismissal times create challenging situations for the nearby residents. The proposed project works directly to address these challenges by:

- Providing 12 more classrooms which will allow the school to re-unite the 8<sup>th</sup> grade with the rest of the middle school and create better instructional environments in the school
- Providing a middle school sized gymnasium for children’s recreation and school community-building activities
- Reconfiguring parking areas to maximize on-site parking and remove as much parking as possible from the neighborhood streets
- Improving queuing and traffic flow on the property

### Narrative for Proposed Site Plan:

In direct response to the stated goals above, NHCS has worked hard to develop a proposed design that meets all stated goals and accommodates the interest of abutters and neighbors in the immediate area.

The classroom addition is proposed on the Queen Street side of the property with a direct connection to the existing classroom addition that was completed in 2006. Back in 2006, when eighteen additional classrooms were being contemplated, the school was only able to construct twelve of the eighteen with the plan to add two classrooms on each of three stories at a later time. The team agrees that an extension to the existing classroom wing is still the ideal location for the classroom addition – though now it anticipates four classrooms on each of three stories for a total of 12 additional classrooms. The corridors in the 2006 addition will carry through to this addition and it will create a very natural extension of what was built in 2006. In addition to the classrooms, this portion of the addition will include modest support spaces (for instructional office use or breakout room) on each floor and an additional egress stair that is required.

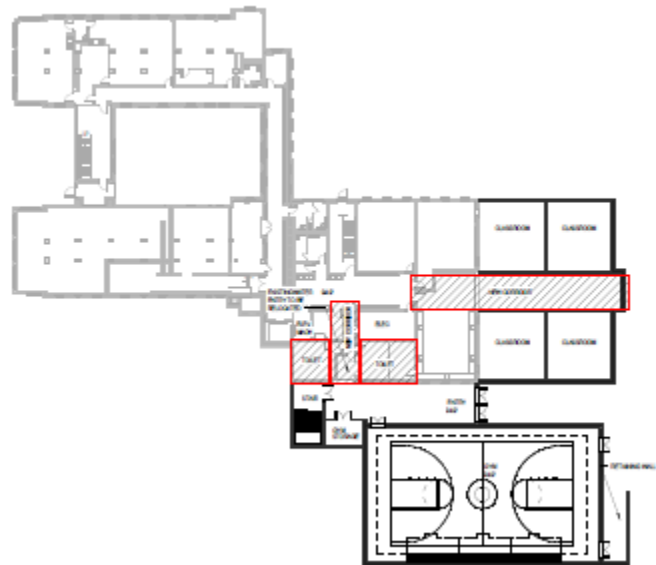


Figure 6: Proposed location of gym and classroom additions

The gym addition is proposed on the corner closest to Queen Street and Claymont Terrace. The location

of the gym on the site was the topic of many informal abutter meetings held in the neighborhood. While this is not the simplest or cheapest location for NHCS, the significant advantage of this location is that it brings the mass of the gym away furthest away from abutting residential properties. Further, to accommodate the neighbors, NHCS has agreed to sink the gym down so that much of the structure's height is in the ground.

There is a corridor connection between the gym and the new addition that will serve to allow school children and staff to move to the gym without going outside.

With this proposed site plan, NHCS also appreciates that there is the opportunity to provide two entrances to the school – one from the parking lot, and a second directly on Queen Street. This second entrance on Queen Street will allow for a more direct pedestrian connection with the neighborhood, a more direct pedestrian connection between the school and the play space across the street, and a separate and direct entrance to the gym for functions where separate entry/exit is helpful but you don't have to open the entire building up.

The design considers the perception of the building from the surrounding community to be of prime importance. NHCS is working hard to integrate the new addition into the existing urban fabric and has worked hard to design the building with that intent – in considering entrance locations, proximity to neighbors, massing, views to the water, etc.

#### Height and Massing:

The Proposed Project is predominantly aligned along the East edges of the site closest to Queen Street, while the open lawn is on the West and vehicular drive/off-street parking line the South.

The main building entry is a two-story space framed by the gymnasium and the academic wing. The classroom wing, oriented as an extension of the 2006 addition, will be developed as a three-story volume to match the existing floor levels, existing roof height and maximize the capacity of the building's footprint in this area for the required program.

The gymnasium volume is designed as a double-height space and is carefully positioned along Queen Street to allow the new structure to be sunk into the hill that exists through an elevation grade change from the East of the site upward toward the West. This allows for the western façade to be perceived as a one-story building, respecting abutters views past the site boundaries, all while keeping the gymnasium in a location that's publicly visible and accessible.



Figure 7: Massing from Queen Street



Figure 8: Massing from Parking Lot



Figure 9: Massing from Train Street

### Character and Materials:

NHCS's goal for the character of the building is to create an addition that feels like it belongs in the neighborhood and belongs on site by integrating building materials from the original building and the 2006 addition, as well as materials from the neighborhood and using glass and transparency strategically to help connect the building with pedestrians and the neighborhood to create a welcoming environment. In particular, the exterior design integrates a significant glass corner at the intersection of Queen Street and Claymont Terrace in a very intentional effort to create an inviting view in upon arrival at the site and to break down the massing to soften this important corner of the building. Additionally, the use of brick, modular block and fiberglass siding echo the building materials used on site and at a sensitive scale in this residential neighborhood. Large classroom windows will characterize the majority of the building elevations, allowing for a high degree of transparency in the envelope.



*Figure 10: Massing of gym and addition shown from Queen Street aerial view*

### Landscaping Plan:

NHCS's planned approach to landscaping on this site balances three different factors. First, the school wants to contribute to the 'greenness' of the neighborhood and have an attractive outdoor environment for students, families, staff, and the community. NHCS recognizes that this proposed addition will require taking down trees – including some large trees on the property – and would like to 're-green' the site so that the site can continue to provide the neighborhood with some natural vegetation and connection with greenery. At the same time, some neighbors – especially along Train Street – have expressed a strong desire to maintain open views to the waterfront. Given that the homes are lower than the NHCS property and given the height of their windows, there is concern that significant planting on the West property line adjacent to the Train Street neighbors could hinder the views that they desire to keep. Third, site logistics are a significant factor in the landscaping plan, given the significant grade changes in the parking area. On the southern edge of the parking lot, efforts have been made to pull the retaining wall up to the edge of the parking lot, which would leave a larger green buffer between the residential homes along the south property line and the school property. That condition – with the retaining wall, the fence line, and the property line – all combine to a set of conditions that lend themselves much more suitable to bushes and shrubs instead of trees. As a result, the landscaping plan seeks to meet landscaping requirements wherever they mesh with neighborhood preference and grading, and to use other boundary alternatives that make sense in the situations where more traditional landscaping applications don't apply.

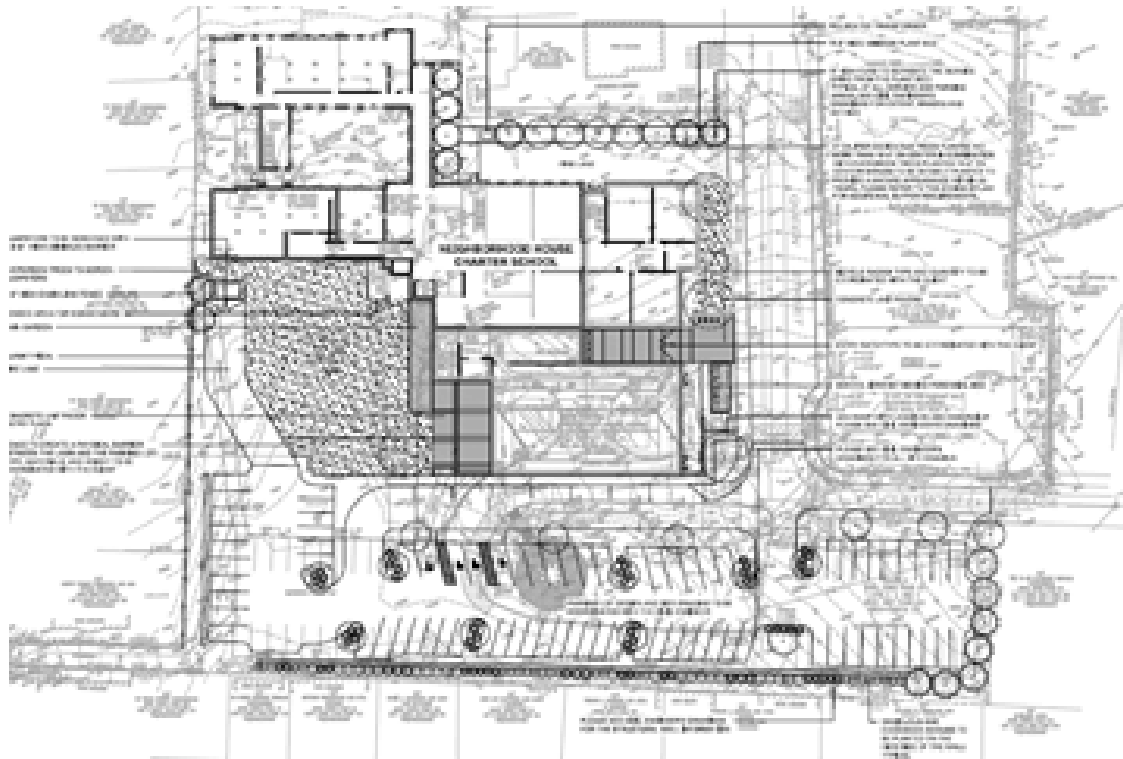


Figure 11: Site plan showing proposed landscaping

ADA Accessibility:

ADA Accessibility has been carefully considered and planned in the addition and sitework on the 21 Queen Street property. Both entrances will be ADA compliant, and the site will have the required ramps and handrails needed to provide compliant access given the significant grade changes on site. Additionally, the project will increase the number of ADA parking spaces from 2 to 4. The Accessibility Checklist is completed and included in the Appendices.

## 7. TRAFFIC AND PARKING

The immediate neighborhood has streets that are extremely narrow and often one-way. Back-ups do currently occur during the morning drop-off and afternoon pickup times. In efforts to study and improve these circumstances, NHCS has engaged MDM Transportation to inform our proposed site plan design.

Currently, there are 59 parking spaces on site (exceeding the current zoning requirement of 55), but the situation could benefit from both traffic and parking improvements. Some staff do use on-street parking on a routine basis currently. Additionally, during drop-off and pick-up times, congestion is heavy in the immediate area, especially given the other two schools (Richard J. Murphy and Saint John Paul II/Neponset) in very close proximity, and tractor trailer deliveries to Stop & Shop in very close proximity. Queuing is particularly challenging for residents of Claymont Terrace. Finally, because of the pedestrian alleyway that exists between our site and Train Street, traffic and parking are also an issue on Train Street due to families that drop off children who then walk through the alleyway to get to school.

In this site design, NHCS aims to increase on-site parking, create the ability to queue on-site, and improve the traffic safety on and around the site.

To this end, the site circulation that is proposed:

- Increases availability of on-site parking, reducing the need for staff to use on-street parking
- Separates school bus and parent drop-offs for additional safety
- Creates a one-way traffic pattern that allows for queuing on site (within the parking lot)
- Differentiates parking options for brief visits (e.g., drop off / pick up) and longer tenure
- Pulls traffic circulation away from abutters as much as possible



Figure 12: Proposed traffic flow for drop-off and pick-up times



## 8. COMMUNITY BENEFITS

---

NHCS believes that the project will be a benefit to the immediate neighborhood, the Dorchester community, and the City of Boston as a whole. Specifically, the community benefits include:

- Increasing educational opportunities in the neighborhood. While there is a lottery for admission, 12% of the students at this school come directly from the Pope's Hill/Neponset neighborhood while 77% come from Dorchester, Mattapan, and Roxbury.
- Improvement of traffic flow in the immediate area around the property during morning drop-off and afternoon pickup.
- Reduced usage of on-street parking by staff, due to increased capacity of on-site parking.
- Bringing approximately 9 permanent jobs to this site after completion of construction (jobs currently exist already and are about 1 mile away at 195 Centre St in Dorchester).
- Creation of approximately 72 new full time equivalent prevailing wage construction jobs.

## **APPENDICES**

- a. ISD Zoning Refusal Set
- b. Zoning Summary Table
- c. ADA Compliance Checklist

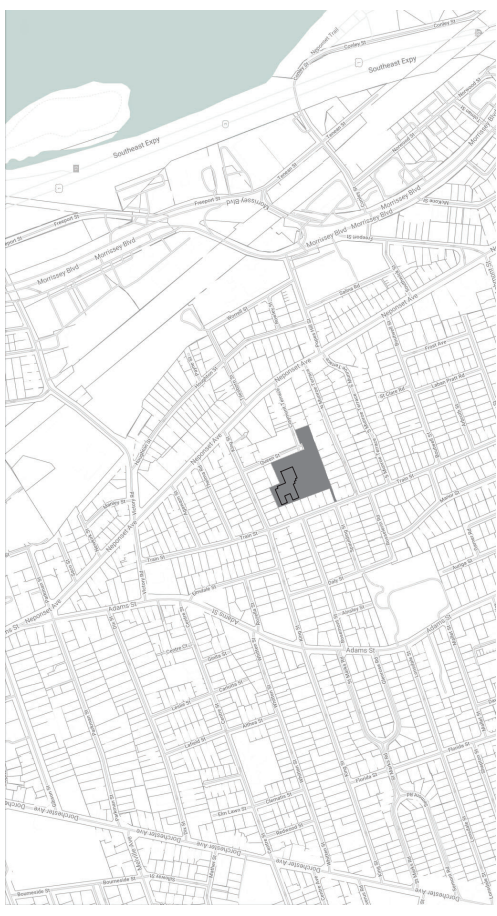
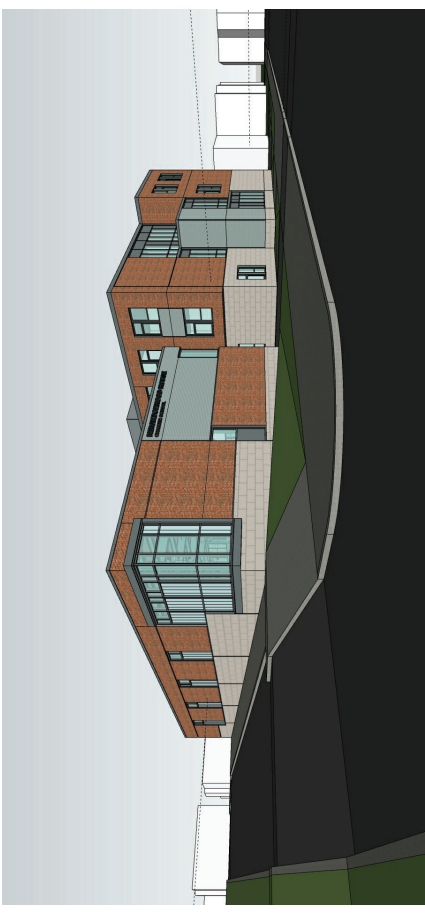
# NEIGHBORHOOD HOUSE CHARTER SCHOOL ADDITION

21 Queen Street, Dorchester, MA 02122

**ARROWSTREET**  
ARCHITECTURE & DESIGN

10 POST OFFICE SQUARE  
SUITE 700N  
BOSTON, MA 02109  
617-623-5555  
www.arrowstreet.com

Release Date	SHEET NUMBER	SHEET NAME
Release Date D0	D01	EXISTING CONDITIONS
Release Date D1	L1.00	SITE PLAN
Release Date D2	A1.11	LEVEL & COOR PLAN
Release Date D3	A2.11	LEVEL & COOR PLAN
Release Date D4	A3.11	LEVEL & COOR PLAN
Release Date D5	A4.11	ELEVATIONS AND PERPECTIVES



LOCUS PLAN

#### PROJECT TEAM

- ARCHITECT**  
ARROWSTREET, INC. SITE PLAN  
10 POST OFFICE SQUARE  
BOSTON, MA 02109  
TEL: 617.623.5555
- STRUCTURAL**  
ENR ENGINEERING GROUP, INC.  
30 WASHINGTON STREET, SUITE 200  
MEDFORD, MA 02155  
TEL: 781.398.3007
- ME/FP/**  
CURCO CALVEKIA DESIGN  
370 FAIRVIEW CORNER ROAD  
NORTH DARTMOUTH, MA 02747  
TEL: 508.998.5700
- LANDSCAPE**  
TERRA-NUM, INC.  
7 CENTRAL STREET, STE. 15  
ARLINGTON, MA 02476  
TEL: 781.316.1595
- SPECIFICATIONS**  
KALIN ASSOCIATES  
1127 WASHINGTON STREET  
NEWTON, MA 02465  
TEL: 617.864.9777

#### CLIENT

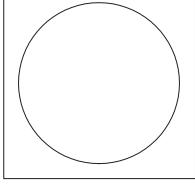
WITCH ENGINEERING  
100 WASHINGTON STREET  
BOSTON, MA 02148  
TEL: 617.338.0063



**NEIGHBORHOOD  
HOUSE  
CHARTER  
SCHOOL  
ADDITION**

21 Queen Street,  
Dorchester, MA  
02122

ISD SUBMISSION



**ARROWSTREET  
ARCHITECTURE & DESIGN**

50 POST OFFICE SQUARE  
DORCHESTER, MA 02119  
617-653-5555  
www.arrowstreet.com

Project Number	17023
Author	Author
Checker	Checker
Issue date	06 February, 2019

No.	Date	Description

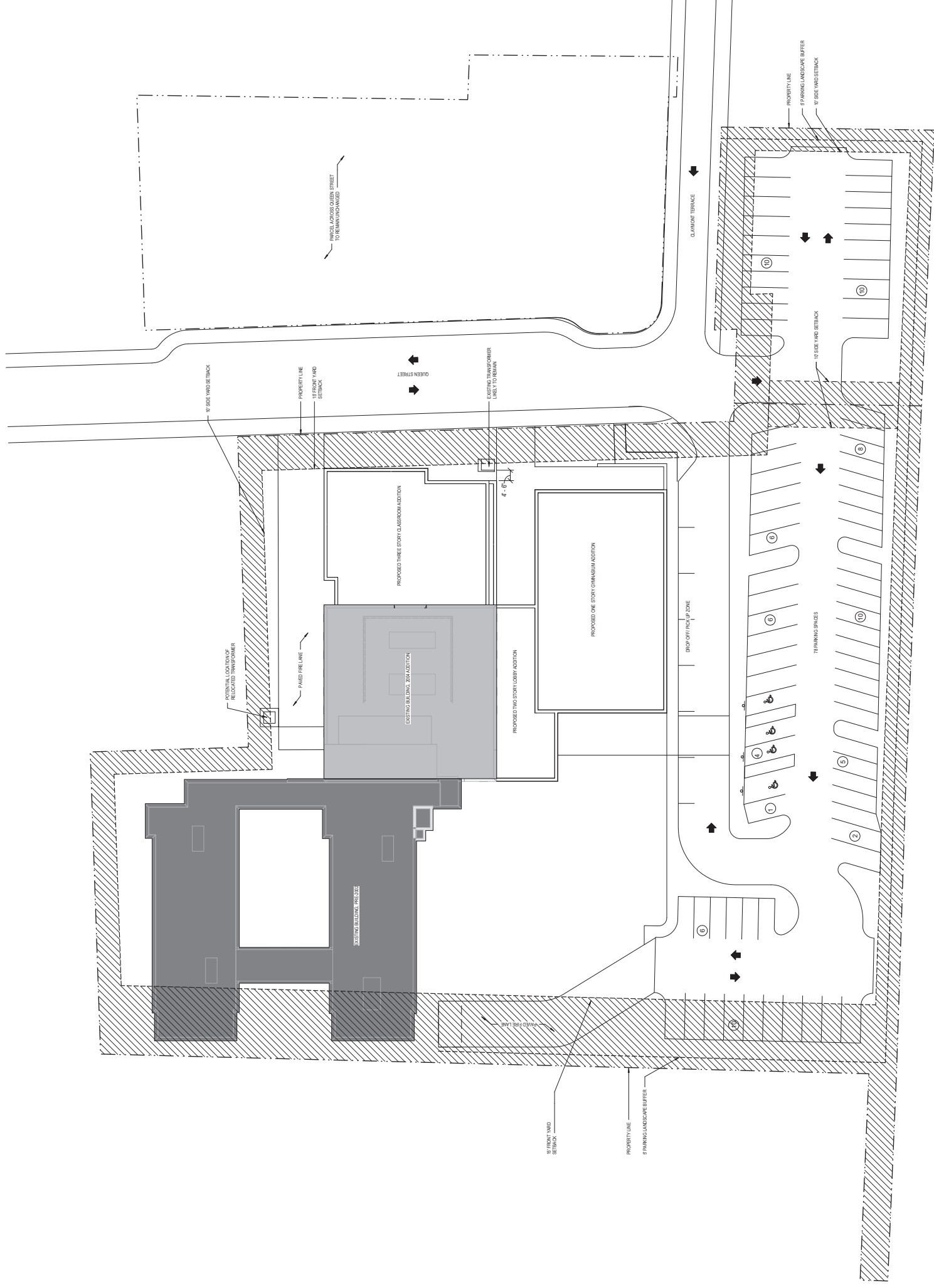
Drawing Title

**ARCHITECTURAL  
SITE PLAN**

SCALE 1/8" = 1'-0"

Drawing Number

A2.01



1 ARCHITECTURAL SITE PLAN  
1/8" = 1'-0"











## Schedule B: Zoning Requirements

### Neighborhood House Charter School

21 Queen Street  
Boston, Massachusetts  
AST Project No. 17023

1/25/2019

The following is a comparison of the Boston Zoning Code requirements and currently anticipated Project requirements.

**Zoning Analysis is based on the conceptual study of the Queen Street Concept**

Based on the following zones:

- Boston
- Dorchester Neighborhood District

**1. For purposes of preliminary zoning evaluation, the proposed new addition will be assumed to be 21,000 SF**

### Zoning Code City of Boston

#### Section 8-6 Pre-Existing Conditional Uses

REQUIRED	PROPOSED	HEARING REQUIRED	NOTES
Any use existing on the effective date of this code which this code classifies as a conditional use in the district in which the land occupied by the use is located, and also any use existing on the effective date of any amendment of this code which such amendment so classifies, shall be deemed to have been authorized as a conditional use subject to maintaining the character and extent of operations and structures existing on the effective date of this code or of such amendment, as the case may be. Any application for a change in use or an increase in the area devoted to such use shall be subject to the provisions of Article 6, but no conditional use permit shall be required for the replacement of gross floor area lost by fire or other casualty.		SEE Section 9-1	

#### Section 9-1 Extension of Nonconforming Uses and Reconstruction and Extension of Nonconforming Buildings

REQUIRED	PROPOSED	VARIANCE REQUIRED	NOTES
Whenever land is being lawfully used for a use not conforming to this code, other than stone quarrying, such use may be extended on the same lot or on an adjoining lot; provided that after public notice and hearing and subject to the provisions of Sections 6-2, 6-3 and 6-4, the Board of Appeal grants permission for such extension; and provided further that the use as extended shall not exceed by more than twenty-five percent either in volume or in area the nonconforming use existing on the effective date of this code or, in the case of a use made nonconforming by an amendment of this code, on the effective date of such amendment.  Whenever a building or structure is being lawfully used for a use not conforming to this code, such building or structure may be reconstructed, structurally changed or extended; provided that after public notice and hearing and subject to the provisions of Sections 6-2, 6-3 and 6-4, the Board of Appeal grants permission for such reconstruction, structural change or extension; provided also that the building or structure as reconstructed, structurally changed or extended shall not exceed by more than twenty-five percent either in volume or in area the building or structure existing on the effective date of this code or, in the case of a building or structure made nonconforming by an amendment of this code, on the effective date of such amendment; and provided further that the aggregate amount expended for reconstructing, structurally changing or extending a nonconforming building or structure after the effective date of this code, or, in the case of a building or structure made nonconforming by an amendment to this code, after the effective date of such amendment, shall not exceed fifty percent of the physical value of the building or structure on the effective date of this code or such amendment as determined by the Board of Appeal from its reproduction cost less physical deterioration. Said limit on the amount expended for reconstructing, structurally changing or extending a nonconforming building or structure shall not apply to any alteration of a structure, or of a structure in a district, which is listed in the National Register of Historic Places or which has been designated by the Boston Landmarks Commission in accordance with Chapter 772 of the Acts of 1973.	Existing building pre 2002= 69,500 SF Addition = 17,500 SF Building today = 68,650 Proposed Addition = 21,000 SF	2004 Current <b>YES.</b> <b>conditional use permit together with a variance from the limitation on physical value. If the addition will make the building more than 25% greater than the area or volume of the building as it existed before the 2004 project, then we will also need a variance from that limitation in 9-1.</b>	<b>Need</b>

### Article 65/ Table C - Dorchester Neighborhood District

#### Subdistrict 3F-5000

Zoning district:	DND/3F-5000	Dorchester Neighborhood District & Three-Family Residential Subdistrict Elementary & Secondary Schools are Allowed <b>CONDITIONALLY</b>	VARIANCE REQUIRED	NOTES
Criteria	<b>REQUIRED</b>	<b>PROPOSED</b>		
Min. lot area (SF)	5,000	Parcel I= 90,514 SF; Parcel II = 10,697 SF (101,658 SF per 2003 zoning record).		
Min. lot width (ft)	50	Existing lot width is 354'		
Min. frontage (ft)	50	Existing frontage is 213'		
Min. front yard (ft)	15	Existing front yard is 74', proposed 15' (Conforms with existing building alignment Section 65-42.2)		3
Min. side yards (ft)	10	Existing side yards are 25' and 176', proposed side yards 25' and 100'		
Min. rear yard (ft)	30/25%	Existing rear yard is 6' (nonconforming due to Existing Building, not decreased by new construction)		
Max. stories	2.5	Existing is 5 stories above grade (nonconforming, proposed new construction to be 3 for classrooms)	<b>YES</b>	
Max. height (ft)	35	Existing is 55' (nonconforming, proposed new construction to be approx 42 above grade for classroom)	<b>YES</b>	1
Max. Floor Area Ratio	0.5	Existing FAR is 0.67, proposed total FAR is .88	<b>YES</b>	
Min. usable open space (sf)	N/A			

#### NOTES:

- For the purpose of determining Building Height, the floor area of a dormer on a Dwelling shall not be included in the floor area calculation for a half story, provided that such dormer is not wider than eight (8) feet and the ridge line of the dormer does not exceed the ridge line of an existing Structure of which it is a part, or thirty-five (35) feet, whichever is less; and provided further that only the floor area of two such dormers shall not be included in the floor area calculation for a half story.
- See Section 65-42.2, Conformity with Existing Building Alignment. A bay window may protrude into a Front Yard.
- Section 65-42.2 Conformity with Existing Building Alignment. If at any time in the same Block as a Lot required by this Article to have a minimum Front Yard there exist two or more Buildings fronting on the same side of the same Street as such Lot, instead of the minimum Front Yard depth specified in this Article, the minimum Front Yard depth shall be in conformity with the Existing Building Alignment of the Block.

### Section 23-1 Off-Street Parking and Loading (Dimensional Req's in 65-41.5d)

#### Parking Requirement:

Criteria	REQUIRED	PROPOSED	VARIANCE REQUIRED	NOTES
Min. number of spaces	.7/1000 GSF	70 (55 approved by zoning in 2003/ 15 needed for addition)		1
Dimension (no more than 50% of spaces)	7' x 18'			
Dimension (remainder)	8'-6" x 20'			

#### Notes:

- The provisions of this Table F do not apply to Proposed Projects that are subject to Large Project Review. See Section 65-44 (Off-Street Parking and Loading Requirements).

### Section 65-41 Off-Street Parking and Loading Requirements

REQUIRED	PROPOSED	VARIANCE REQUIRED	NOTES
65-41.2 - <b>Pre-Code Structures.</b> If a Structure existing on the effective date of this Article is altered or extended so as to increase its Gross Floor Area or the number of Dwelling Units, only the additional Gross Floor Area or the additional number of Dwelling Units shall be counted in computing the off-street parking facilities required.	21,000 SF proposed addition		
65-41.4a Off-street parking and loading spaces shall not be located in any part of a landscaped area required by this Article or in any part of a Front Yard, except as specifically provided in this Section 65-41. If a Lot is located in a Residential Subdistrict, a total of two (2) accessory parking spaces serving residential uses on such Lot may be located in that portion of the Front Yard that lies between the Side Yard and the Front Lot Line, provided that the total width of such Front Yard area used for parking does not exceed ten (10) feet.	Parking will be located in Parcel I and Parcel II.	<b>YES</b>	

65-41.4b Except in the case of a Lot serviced by a common parking facility, the off-street parking facilities required by this <a href="#">Section 65-41</a> shall be provided on the same Lot as the main use to which they are accessory, provided, however, that if the Board of Appeal shall be of the opinion that this is impractical with respect to a particular Lot, said Board, after public notice and hearing, and subject to the provisions of Sections <a href="#">6-2</a> , <a href="#">6-3</a> , and <a href="#">6-4</a> , may grant permission for such facilities to be on another Lot in the same ownership in either of the following cases: (1) where the main use on a Lot is for Residential Uses, and the other Lot is within four hundred (400) feet of that Lot; or (2) where the main use on a Lot is for non-residential uses, and the other Lot is within twelve hundred (1,200) feet of that Lot.	Parking will be located in Parcel I and Parcel II		
---	---	--	--

**Section 24-1 Off-Street Loading Bay (Other Req's in Article 65, Table G)**

**Off-Street Loading Requirement:**

Criteria	REQUIRED	PROPOSED	VARIANCE REQUIRED	NOTES
GFA 15,001-49,999 SF	1 loading bay	Proposed project scope incorporates 1 loading area.	NO	1
Dimensions	N/A		NO	

**Notes:**

1. Pre-Code Structures. If a structure existing when this code took effect is altered or extended so as to increase its gross floor area, only the additional gross floor area shall be counted in computing the off-street loading bays required.

**Section 65-39 Screening and Buffering Requirements**

Section 65-39 shall apply to those Proposed Projects described in this Section, except where provisions for adequate screening and buffering have been established for a Proposed Project through Large Project Review or Small Project Review, pursuant to Article 80. The provisions of Article 6A shall apply to the provisions of this Section.

**Screening and Buffering Requirement:**

REQUIRED	PROPOSED	VARIANCE REQUIRED	NOTES
65-39.1 - <u>Screening and Buffering Along Property Lines Abutting Public Streets, Public Parks and Certain Subdistricts and Uses</u> . Where any Lot line of a Proposed Project located in a Neighborhood Business Subdistrict abuts (a) a public park, or (b) a Residential Subdistrict or Residential Use, and where any Lot line of a Proposed Project located in a Local Industrial Subdistrict abuts (a) a public street, (b) a public park, (c) a Residential Subdistrict or Residential Use, or (d) a Neighborhood Business Subdistrict, such Proposed Project shall provide and maintain, along each Lot line abutting such street, park, subdistrict, or use, a strip of shrubs and trees densely planted along the inside edge of a solid wall or of a stockade or board-type wooden fence that is constructed to be at least sixty percent (60%) opaque.	Will provide planting buffer and fences	YES, project would like to propose chain link fence.	
65-39.2 - <u>Screening and Buffering of Parking, Loading, and Storage Areas</u> . Any off-street parking facility or lot, off-street loading area, or accessory storage area that abuts (a) a public street, (c) a Residential Subdistrict or Residential Use, shall be screened from view as provided in this Section 65-39.2a. Such screening shall consist of trees and shrubs densely planted in a strip at least five (5) feet wide on the inside edge of a steel-picket or stockade or board-type wooden fence. Such fence shall be no more than percent (50%) opaque, and shall be no less than three (3) feet and no more than four (4) feet high. The planting strip shall be separated from any parking area by a curb six (6) inches in height, and shall contain trees of no less than three (3) inches caliper planted no more than 15 feet apart. Any material or equipment stored outdoors to a height greater than four (4) feet above Grade shall be surrounded by a wall or fence or vegetative screen of such height, not less than six (6) feet, as may be necessary to screen such material or equipment from view from any public street or public open space.	Will provide planting buffer and fences	YES, project would like to propose chain link fence.	
65-39.3 - <u>Interior Landscaping of Parking Areas</u> . Parking areas must be broken up with landscaping by planting a landscape island on the interior of parking areas. Parking areas along the perimeter must be broken up with landscaping by providing a landscape island with a minimum of one (1) deciduous tree and five (5) evergreen shrubs in a planting area no less than five (5) feet by ten (10) feet to be provided after every ten (10) contiguous parking spaces. Parking areas not along the perimeter must have a landscape island with a minimum of one (1) deciduous tree and five (5) evergreen shrubs in a planting area no less than five (5) feet by ten (10) feet to be provided after every ten (10) contiguous parking spaces.	Will need to provide planting buffer		
65-39.4 - <u>Screening of Disposal Areas and Certain Equipment</u> . Disposal areas, dumpsters, and ground-mounted mechanical equipment that abut (a) a public street, (c) a Residential Subdistrict or Residential Use shall be screened from view as provided in this Section 65-39.3, except that no additional screening shall be required if the disposal area, dumpster, or ground-mounted mechanical equipment is located within a Lot where screening is required along Lot lines pursuant to Section 65-39.1. Disposal areas and dumpsters shall be screened with an opaque wall or fence at least six (6) feet high or by vegetation. Ground-mounted mechanical equipment shall be surrounded by an opaque wall or fence sufficiently high to provide effective screening from view.	Will provide screening for trash and ground mounted mechanicals		
65-39.5 - <u>Roof-Mounted Mechanical Equipment</u> . Roof-mounted mechanical equipment shall be located in the center of the roof and be painted to blend with adjacent or nearby building materials, or shall be screened by wood, brick, or similar material.	Roof Mounted equipment on classroom wing only and will be screened.		
65-39.6 - <u>Materials for Screening Walls and Fences</u> . Screening walls and fences shall be made of one or more materials, such as masonry (piers or walls), metal pickets, decorative metal, wrought iron, shadow box, vinyl coated or galvanized chain link with opaque slats woven through it, or board-type wood. The use of chain link fencing is discouraged, except on small areas not facing a public street or public park. The use of Plywood sheeting is not allowed. Two or more materials may be used in combination with each other, and piers and walls may be used in combination with fences.	Will provide appropriate plantings	YES, project would like to propose chain link fence.	
65-39.7 - <u>Specifications for Plantings</u> . Shrubs required by this Section 65-39 may be deciduous or evergreen, or a mixture of both types. Shrubs must be densely planted to provide a mature appearance within three (3) years. Trees required by this Section may be evergreen or a combination of deciduous and evergreen. Deciduous trees shall be at least three (3)-inch caliper at the time of planting (measured six (6) to twelve (12) inches above Grade), and shall be at least twelve (12) feet tall and planted fifteen to twenty (15-20) feet on center, and evergreen trees shall be at least twelve (12) feet tall and planted twelve to fifteen (12-15) feet on center. Ground cover consisting of grass or other plantings or four to six (4-6) inches of pine-bark or similar mulch shall be placed within the planting strip at the time of planting and replenished as necessary. Existing mature trees and shrubs shall be retained unless this is not possible. The use of bulbs, perennials, and annuals is also encouraged.			

**Section 65-40 Sign Regulations**

**Article 11 Signs**

REQUIRED	PROPOSED	VARIANCE REQUIRED	NOTES
11.1a - One sign, not exceeding two square feet in total area, attached to the building or on a rod or post not more than four feet high and at least three feet in from the street line, and stating only the street number or name of the occupant or occupants of the lot, or both, except that in an H district such sign may also identify the business of a professional person, as defined by Use Item No. 39 of Section 8-7.			

<p>65-40.1 - <u>Signs Parallel to Building Wall</u>. For Signs parallel to a Building wall, including Signs painted on or affixed to awnings, canopies, marquees, security grate housings, or other Building projections, but not including Signs on windows above the first floor, free-standing Signs, directional Signs, and public purpose Signs listed in items (g) through (k) of Section 11-1, the total Sign Area, in square feet, shall not exceed the lesser of the Sign Frontage multiplied by two (2), or forty-five (45) square feet. No such Sign shall measure more than thirty (30) inches from top to bottom. No part of any such Sign shall be located less than two (2) feet from either edge of the Building wall to which such Sign is parallel, provided that, if the Sign Frontage is shorter than the length of such Building wall, no part of any such Sign shall be located less than two (2) feet from either end of that portion of such Building wall used to measure the Sign Frontage.</p> <p>The bottom of any such Sign shall be at least eight (8) feet above Grade. Where the Building wall includes a Sign band, Signs parallel to such wall shall be located within such band unless this location is impracticable.</p>			
<p>65-40.3 - <u>Free-standing Signs</u>. Free-standing Signs shall be allowed only for (a) uses located in a Community Commercial Subdistrict, and (b) Gasoline Stations. Where such free-standing Signs are allowed, there shall be only one (1) free-standing Sign on a Lot. Such free-standing Sign shall not have a Sign Area in excess of: (a) fifteen (15) square feet, if there is one use on the Lot, or (b) thirty (30) square feet, if there are two or more uses on the Lot. The bottom of such Sign shall not be higher than ten (10) feet above Grade, nor lower than eight (8) feet above Grade, and the top of such Sign shall not be higher than eighteen (18) feet above Grade.</p>			
<p>65-40.5 - <u>Total Sign Area</u>. The total Sign Area, in square feet, of all permanent Signs, except for signs on windows above the first floor, directional signs, and public purpose signs listed in items (g) through (k) of Section 11-1, shall not exceed the Sign Frontage multiplied by two (2).</p>			

## 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](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR  
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/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/ocabr/government/oca-agencies/dpl-lp/opsi/ma-state-building-code-780-cmr.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations  
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations  
[http://www.mbta.com/riding\\_the\\_t/accessible\\_services/](http://www.mbta.com/riding_the_t/accessible_services/)
6. City of Boston – Complete Street Guidelines  
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board  
[www.boston.gov/disability](http://www.boston.gov/disability)
8. City of Boston – Public Works Sidewalk Reconstruction Policy  
[http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
9. City of Boston – Public Improvement Commission Sidewalk Café Policy  
[http://www.cityofboston.gov/images\\_documents/Sidewalk\\_cafes\\_tcm3-1845.pdf](http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf)

#### Glossary of Terms:

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

**Article 80 | ACCESSIBILTY CHECKLIST**

<b>1. Project Information:</b> <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	Neighborhood House Charter School Queen Street Expansion		
Primary Project Address:	21 Queen Street Dorchester, MA		
Total Number of Phases/Buildings:	1 Phase / addition of approximately 21,000 sf to existing school building		
Primary Contact (Name / Title / Company / Email / Phone):	Lisa Desfosses, Interim CFO, Neighborhood House Charter School <a href="mailto:ldesfosses@thenhcs.org">ldesfosses@thenhcs.org</a> , 203.871.1765		
Owner / Developer:	The Neighborhood House Charter School Foundation		
Architect:	ARROWSTREET INC. 10 POST OFFICE SQ. STE 700N BOSTON, MA 02109 TEL: 617.623.5555		
Civil Engineer:	NITSCH ENGINEERING 2 CENTER PLAZA, #430 BOSTON, MA 02148 TEL: 617.338.0063		
Landscape Architect:	TERRAINK, INC. 7 CENTRAL STREET, STE. 15 ARLINGTON, MA 02476 TEL: 781.316.1595		
Permitting:			
Construction Management:	W.T. Rich		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	No		
<b>2. Building Classification and Description:</b> <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	101,658 SF	Building Area:	89,650 GSF

**Article 80 | ACCESSIBILITY CHECKLIST**

Building Height:	54FT.	Number of Stories:	5 Flrs.	
First Floor Elevation:	108.2	Is there below grade space:	Yes	
What is the Construction Type? (Select most appropriate type)				
Steel Frame	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
Educational	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:	Educational			
<p><b>3. Assessment of Existing Infrastructure for Accessibility:</b></p> <p><i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly &amp; disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	Located in the Pope’s Hill Neighborhood of Dorchester. The site sits at the top of the hill and slopes up from East to West.			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	201, 202, 210: Neponset @ Victory (0.3 miles) Red Line - Fields Corner (1 mile)			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Richard J. Murphy School – 1 Worrell St (0.4 miles) Dr. William W. Henderson Inclusion Elementary School – 1669 Dorchester Ave. (0.8 miles) Thomas J. Kenney School – 18 Oakton Ave (1.1 miles) Boston Housing Authority - 350 Ashmont St (1.1 miles) Boston Housing Authority – 5 Melville Ave (1.2 miles) Boston Housing Authority – 1875 Dorchester Ave. (1.5 miles) Ditson St Senior Housing (1.1 miles)			
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Fields Corner Branch – 1520 Dorchester Ave (0.9 miles) Codman Square Branch – 690 Washington St (1.5 miles) Adams St Branch – 690 Adams St (1.1 miles) Leahy Holloran Community Center (in Murphy School) – 1 Worrell St			
<p><b>4. Surrounding Site Conditions – Existing:</b></p> <p><i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic				

**Article 80 | ACCESSIBILITY CHECKLIST**

district? <i>If yes</i> , identify which district:	No
Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i> , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	Yes, there is an existing 4 foot wide concrete ramp that connects Queen street to the School entry sidewalk.
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:	No, new pedestrian ramps will be provided as part of the new work.
<p><b>5. Surrounding Site Conditions – Proposed</b></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>	
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.	Yes. Neighborhood Residential. Sidewalks in the Public Way impacted by construction operations will be replaced in kind.
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	Sidewalk dimensions vary, with a minimum 4' pedestrian zone. Sidewalk slopes vary. Cross slopes will have a maximum of 2%. Running slopes will have a maximum of 5%.
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?	New sidewalks will either be cast-in-place concrete (for the standard sidewalks), or concrete unit pavers (for the entry walks). The dimensions will vary; however, we will work to maintain a minimum 5' width for the standard sidewalks. New sidewalks are on private property.
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	No



**Article 80 | ACCESSIBILTY CHECKLIST**

furnishings and what will the remaining right-of-way clearance be?	
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	Pedestrian right of way is within the Public Way.
Will any portion of the Project be going through the PIC? <i>If yes</i> , identify PIC actions and provide details.	No. The project will request a Curb Cut Permit from the Department of Public Works.
<p><b>6. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	Anticipate that a minimum of 70 will be required by zoning. Owner is working to achieve 78 spaces on a surface lot.
What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?	4 accessible spaces are provided, one of these is van accessible.
Will any on-street accessible parking spaces be required? <i>If yes</i> , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No.
Where is the accessible visitor parking located?	Within the new parking lot adjacent to an accessible walkway.
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	Yes, Student drop off area will be accessible
<p><b>7. Circulation and Accessible Routes:</b>  <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	

**Article 80 | ACCESSIBILTY CHECKLIST**

<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Proposed Entries will have flush conditions.</p>
<p>Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i></p>	<p>Yes.</p>
<p><i>If project is subject to Large Project Review/Institutional Master Plan,</i> describe the accessible routes way-finding / signage package.</p>	<p>n/a</p>
<p><b>8. Accessible Units (Group 2) and Guestrooms: (If applicable)</b> <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	<p>n/a</p>
<p><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?</p>	<p>n/a</p>
<p><i>If a residential development,</i> how many accessible Group 2 units are being proposed?</p>	<p>n/a</p>
<p><i>If a residential development,</i> how many accessible Group 2 units will also be IDP units? <i>If none,</i> describe reason.</p>	<p>n/a</p>
<p><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.</p>	<p>n/a</p>
<p>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.</p>	<p>n/a</p>
<p>Are there interior elevators, ramps or lifts located in the development for access</p>	<p>n/a</p>

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p>	
<p><b>9. Community Impact:</b>  <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>Project will increase access to high quality public education for lower and middle school aged children.</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>All spaces in this addition will be ADA compliant – including the gymnasium, lobby areas, and new classrooms.</p>
<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p>	<p>New single user restroom will be ADA compliant. Student toilet rooms will have one ADA stall.</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>Comments were received through pre-file meetings with BPDA and incorporated into the plan.</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>No, though we certainly can do so.</p>
<p><b>10. Attachments</b>  <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

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.
Provide a diagram of the accessible route connections through the site, including distances.
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. <ul style="list-style-type: none"><li>• Article 80 Small Project Application, including description of accessibility</li><li>• ISD refusal set drawings including architectural site plan, floor plans, elevations &amp; perspectives</li><li>• List of ISD variances anticipated for this project</li></ul>

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

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

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

Architectural Access staff can be reached at:

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