

# Suffolk Construction Expansion

Boston, Massachusetts

SUBMITTED TO **Boston Redevelopment Authority**

One City Hall Square  
Boston, MA 02201

PROPONENT **Suffolk Construction**

65 Allerton Street  
Boston, MA 02119

PREPARED BY **VHB**

99 High Street, 10<sup>th</sup> Floor  
Boston, MA 02110

*In association with:*  
Elkus Manfredi Architects

April 15, 2016



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April 15, 2016

Brian P. Golden, Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201-1007  
Attn: Raul Duverge

RE: Article 80 Small Project Review Application/65 Allerton Street, Roxbury

Dear Director Golden:

As representative to Suffolk Construction, the developer of the above referenced property, I am pleased to submit the enclosed application for Article 80 Small Project Review.

The proposed project, identified as "Suffolk Construction Expansion" features the construction of a building addition to the existing Suffolk Construction headquarters located at 65 Allerton Street. The project will consist of new construction of approximately 38,000 square feet with associated landscaped areas, and additional surface parking spaces.

The Project Proponent has engaged in extensive discussions with staff at the BRA concerning project design and has reached out to local neighborhood associations to provide an opportunity for comment and input. The Project Proponent is now pleased to submit the enclosed application for Article 80 Small Project Review.

Thank you for your consideration of this application, and I look forward to working with you towards the successful completion of this project.

Very truly yours,

Lisa Chow  
Project Manager

cc: James English, Suffolk Construction



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## **Project Team**

### **Owner:**

Suffolk Construction  
65 Allerton Street  
Boston, MA 02116  
Attn: James English  
Telephone: 617-517-4372

### **Architect:**

Elkus Manfredi Architects  
25 Drydock Avenue  
Boston, MA 02210  
Attn: Brian Scott  
Telephone: 617-368-3380  
Fax: 617-426-7502

### **Landscape Architect:**

Carol R Johnson Associates  
115 Broad Street  
Boston, MA 02110  
Attn: Chris Jones  
Telephone: 617-896-2500  
Fax:

### **Civil Engineer:**

Vanasse Hangen Brustlin, Inc.  
99 High Street 10<sup>th</sup> Floor  
Boston, MA 02110  
Attn: Lisa Chow  
Telephone: 617-728-7777  
Fax: 617-728-7782

### **Transportation Engineer:**

Vanasse Hangen Brustlin, Inc.  
99 High Street  
Boston, MA 02110  
Attn: Ryan White  
Telephone: 617-728-7777  
Fax: 617-728-7782

**Land Surveyor:**

Feldman Land Surveyors  
112 Shawmut Avenue  
Boston, MA 02118  
Attn: Sean McDonagh  
Telephone: 617-357-9740  
Fax: 617-357-1829





# Suffolk Expansion Small Project Review

## 1.1 Project Narrative

Suffolk Construction is pleased to submit this application in accordance with the Small Project Review requirements of Article 80E of the Boston Zoning Code.

Since its founding in 1982, Suffolk Construction Company has maintained its headquarters at 65 Allerton Street in Roxbury. Over this 34 years span, Suffolk has grown to become the largest construction company in New England, and currently employs 1,550 people nationwide. Today the Boston division of the company employs approximately 400 people on a full time basis. With this submittal, Suffolk begins the Small Project Review process for the development of a new building adjacent to the existing Suffolk Construction Headquarters. This site is shown in Appendix A and photos of the current site are included in Appendix B. The proposed expansion will be contiguous to the existing building and front on Allerton Street. The site currently contains four vacant and dilapidated warehouse buildings adjacent to the existing Suffolk Construction Headquarters. Suffolk Construction proposes to demolish the existing vacant buildings and construct a handsome 38,000 square-foot building adjoining the existing Headquarters. The project also includes the expansion of existing on-site parking.

### 1.1.1 Project Site/Existing Conditions

The site of the proposed building and associated landscaped areas is approximately 31,000 square feet. A second contiguous parcel measuring approximately 40,200 square feet, which until recently housed a scrap metal and junk storage operation, will also be redeveloped to provide additional surface parking spaces and landscaped areas. The Assessors Parcel IDs for these parcels are 0800962010, 0800963000, 0800957000, 0800946000, and 0800945000. The Project is adjacent to existing warehouse and industrial facilities. The overall site is bounded by Allerton Street to the north, Magazine Street to the east, Kemble Street to the south, and the existing Headquarters buildings to the west.

Please see the site plan attached in Appendix C.

### 1.1.2 Neighborhood Context

The use of the site is changing from underutilized warehouse space to expanded office and amenity space for Suffolk Construction. The site is located in an industrial section of the

Roxbury neighborhood and several industrial uses surround the Project. Businesses adjacent to the site include a truck washing and rental operation, warehouses, a bakery facility, small office facilities, as well as plumbing and building material suppliers. The site is located approximately 1 mile to the nearest Massachusetts Bay Transportation Authority (MBTA) Andrew Red Line T Station, 0.25 miles from the Newmarket Station where the MBTA Commuter Rail Fairmont Line stops, and approximately 0.3 miles to Massachusetts Avenue where there are stops for several MBTA bus routes.

### **1.1.3 Project Description**

Suffolk Construction proposes to build a 38,000 square-foot building with associated landscaped areas and expanded surface parking areas adjacent to their existing Allerton Street headquarters. The anticipated development cost associated with these improvements is approximately \$22 million. The exterior of the new building will be clad in masonry, metal panel, and glazed curtain wall. The first level is dark norman brick forming a tough base for the building that resonates with its industrial surroundings. The second and third levels are composed of layered metal panels in light and dark gray. Panel profiles and colors are derived from the industrial context in concert with yet distinct from the surrounding neighborhood.

The existing headquarters building accommodates 302 Suffolk employees on a full time basis. That number is expected to grow by 10% over the next few years. The new building has sufficient office space to accommodate this growth as well as the relocation of approximately 100 employees of an affiliated company, Liberty Construction, from Braintree, to Roxbury. The proposed development will provide improved work spaces and amenities to support this increase in site population. A new employee cafeteria, fitness and wellness center, training rooms, conference rooms, and multi-purpose space are proposed. Additional amenities include a second floor outdoor terrace and ground floor outdoor patio. Expanded surface parking and selective restriping of existing parking are also included in the Project, adding a total of 74 spaces to support employees and visitors.

### **1.1.4 Public Benefits**

The vacant and dilapidated warehouse buildings at 79-91 Allerton Street will be replaced by a dramatic new building, designed by noted design firm Elkus Manfredi Architects, which will set a new standard for the design quality for the area. Visible from nearby Massachusetts Avenue, the building will be a symbol of the continuing rebirth of the area. The current sidewalk on Allerton Street in front of the site will be reconstructed to comply with Boston Complete Street guidelines and on-site landscaped areas will be included as part of the Project.

In addition to the public sidewalk improvements, the Project will provide a better workplace experience for Suffolk Construction employees. Workers in the construction field typically have early starts and late ends to their work days due to the nature of the construction industry. There are limited amenities or businesses around the site that employees can utilize.

The Project will provide space for much needed employee oriented amenities such as a cafeteria, fitness center, outdoor space, and additional secured parking.

The Project will enhance the property value and add to the City of Boston tax base and create construction jobs during the construction period and over 100 additional permanent jobs on-site.

**1.1.5 Transportation**

VHB has conducted an extensive review of the Site with respect to the traffic, parking, vehicular and pedestrian access for the Project. All parking for the building, both existing and proposed, is accommodated in secure, surface parking lots. Currently, the company controls 274 parking spaces. The Project looks to expand the on-site parking lot to the west, towards Kemble Street, and reconfigure portions of the existing parking spaces to optimize access and circulation. These improvements will not only optimize access and circulation but also provide approximately 74 net-new spaces. As a result, the Project will contain up to 348 parking spaces. The table below illustrates the existing and proposed parking spaces for the Project.

**Suffolk Construction Headquarters Parking Spaces Summary**

<b>Lot</b>	<b>Existing</b>	<b>Proposed</b>	<b>+/-</b>
126 Magazine Street	62	62	0
91 Allerton Street	28	19	-9
Main Lot (south)	75	37	-38
Main Lot (north)	79	79	0
80 Kemble Street (lease)	30	0	-30
Proposed Kemble Lot	0	151	151
<b>Total</b>	274	348	74

The proposed access and egress will be modified slightly from the existing site conditions. Additional information regarding the access and egress modifications is included in the transportation summary attached in Appendix D.

Although additional trips will be generated due to the Project, the impacts to nearby area intersections are expected to be minimal due to the nature of the proposed building use. The majority of traffic is expected to be either coming from or destined to I-93 and the Massachusetts Ave Connector to the north of the Project Site.

Please see the transportation summary attached in Appendix D for more information regarding traffic, parking and site access.

**1.1.6 Anticipated Permits & Approvals List**

Pursuant to the requirements of Small Project Review under Article 80 of the Boston Zoning Code, the proposed project shall undergo further public comment and community process.

Prior to submitting this Article 80 Application, the project team conducted preliminary outreach. This application includes the input received in the preliminary outreach process. The table below lists the public permits and approvals that are anticipated to be required for the Project.

**Anticipated Permits and Approvals**

<b>AGENCY</b>	<b>APPROVAL</b>
Boston Redevelopment Authority	Article 80 Small Project Review Application
Boston Public Works Department	Public Improvement Commission – Streetscape Improvements
Boston Landmarks Commission	Article 85 Review Application – Approved
Boston Water and Sewer Commission	Site Plan approval for water and sewer connections
Boston Transportation Department	Construction Management Plan (if required)

**1.1.7 Zoning Compliance**

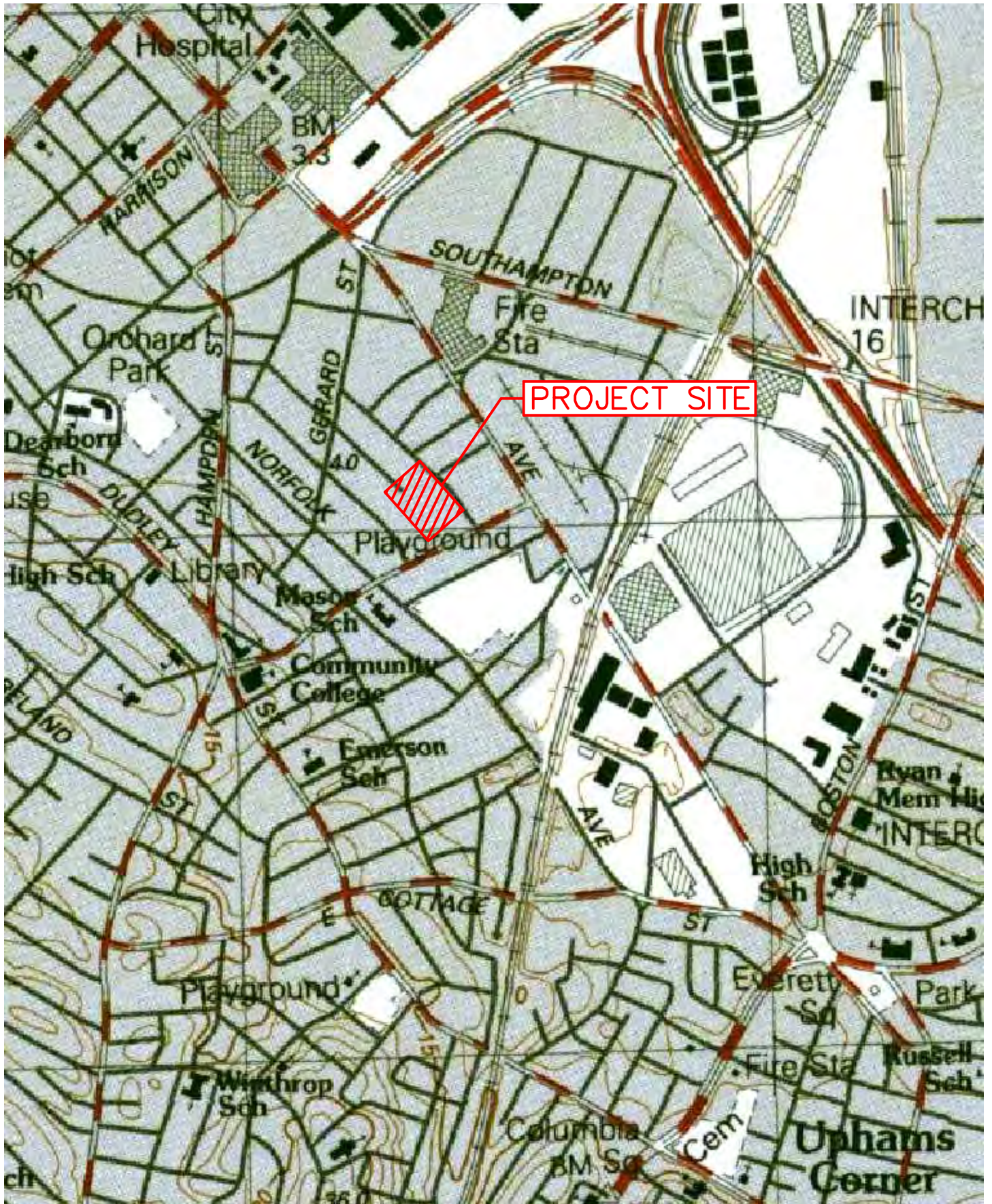
Zoning: Roxbury Neighborhood District – Newmarket IDA  
 Building Use: Office (Allowed)

<b>Criteria</b>	<b>Required</b>	<b>Proposed</b>
FAR	2.0	1.083
Building Height	65 ft	48 ft
Front Yard Setback – Magazine Street	None	78 ft +
Front Yard Setback – Allerton Street	None	7 ft
Side Yard Setback	None	0 ft
Rear Yard Setback – Farnham Street	12 ft	47 ft
Parking (1:1,000 square feet)	38 spaces	19 spaces on-site, 19+ spaces off-site within 1,200 ft.
Off-Street Loading	1	1



**Appendix A:  
Site Locus Map**





Suffolk Construction  
Headquarters Expansion  
65 Allerton Street  
Site Locus Map

**Figure 1**

February 26, 2016







## **Appendix B: Neighborhood Photographs**





Existing Suffolk Construction headquarters  
View from Allerton Street facing Southeasterly



Existing Suffolk Construction headquarters  
View from Allerton Street facing Northwesterly



Existing building on site (87-91 Allerton Street)  
View from east side of Allerton Street facing  
southerly



East side of site (Allerton Street) – Near  
Magazine Street  
View from Allerton Street facing southerly





Southeasterly side of site (Magazine Street)  
View from Magazine Street facing westerly



South side of site (Farnham Street)  
View from Magazine Street facing north



South side of site (Kemble Street)  
View from Kemble Street facing northwesterly



South side of site (Kemble Street)  
View from Kemble Street facing southeasterly





**Appendix C:  
Site Plans, Architectural Plans, and Elevations**

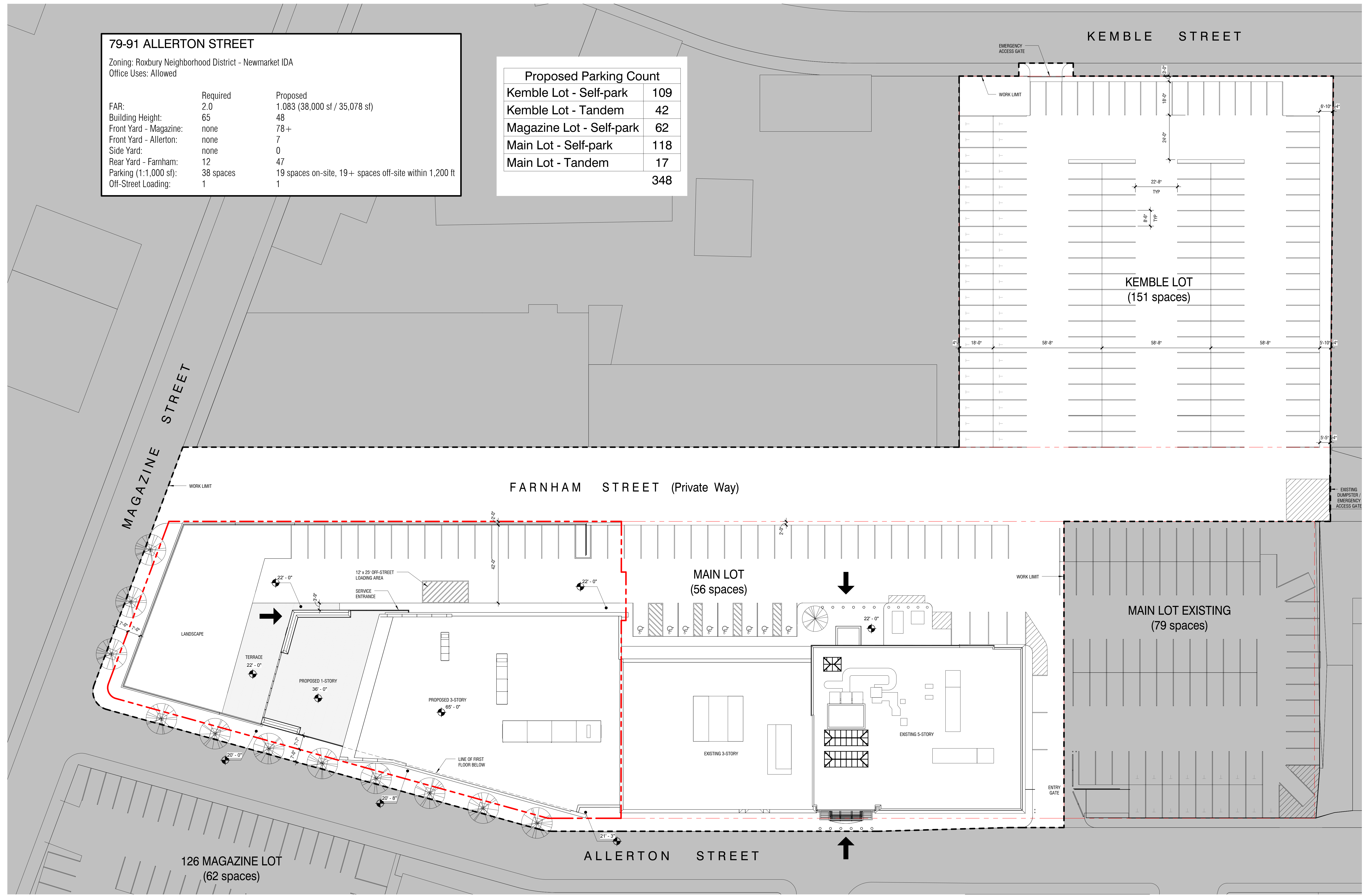
**79-91 ALLERTON STREET**

Zoning: Roxbury Neighborhood District - Newmarket IDA  
Office Uses: Allowed

	Required	Proposed
FAR:	2.0	1.083 (38,000 sf / 35,078 sf)
Building Height:	65	48
Front Yard - Magazine:	none	78+
Front Yard - Allerton:	none	7
Side Yard:	none	0
Rear Yard - Farnham:	12	47
Parking (1:1,000 sf):	38 spaces	19 spaces on-site, 19+ spaces off-site within 1,200 ft
Off-Street Loading:	1	1

**Proposed Parking Count**

Kemble Lot - Self-park	109
Kemble Lot - Tandem	42
Magazine Lot - Self-park	62
Main Lot - Self-park	118
Main Lot - Tandem	17
<b>Total</b>	<b>348</b>







ELKUS MANFREDI ARCHITECTS

65 ALLERTON STREET  
Boston, Massachusetts

View from Magazine Street  
APRIL 14, 2016

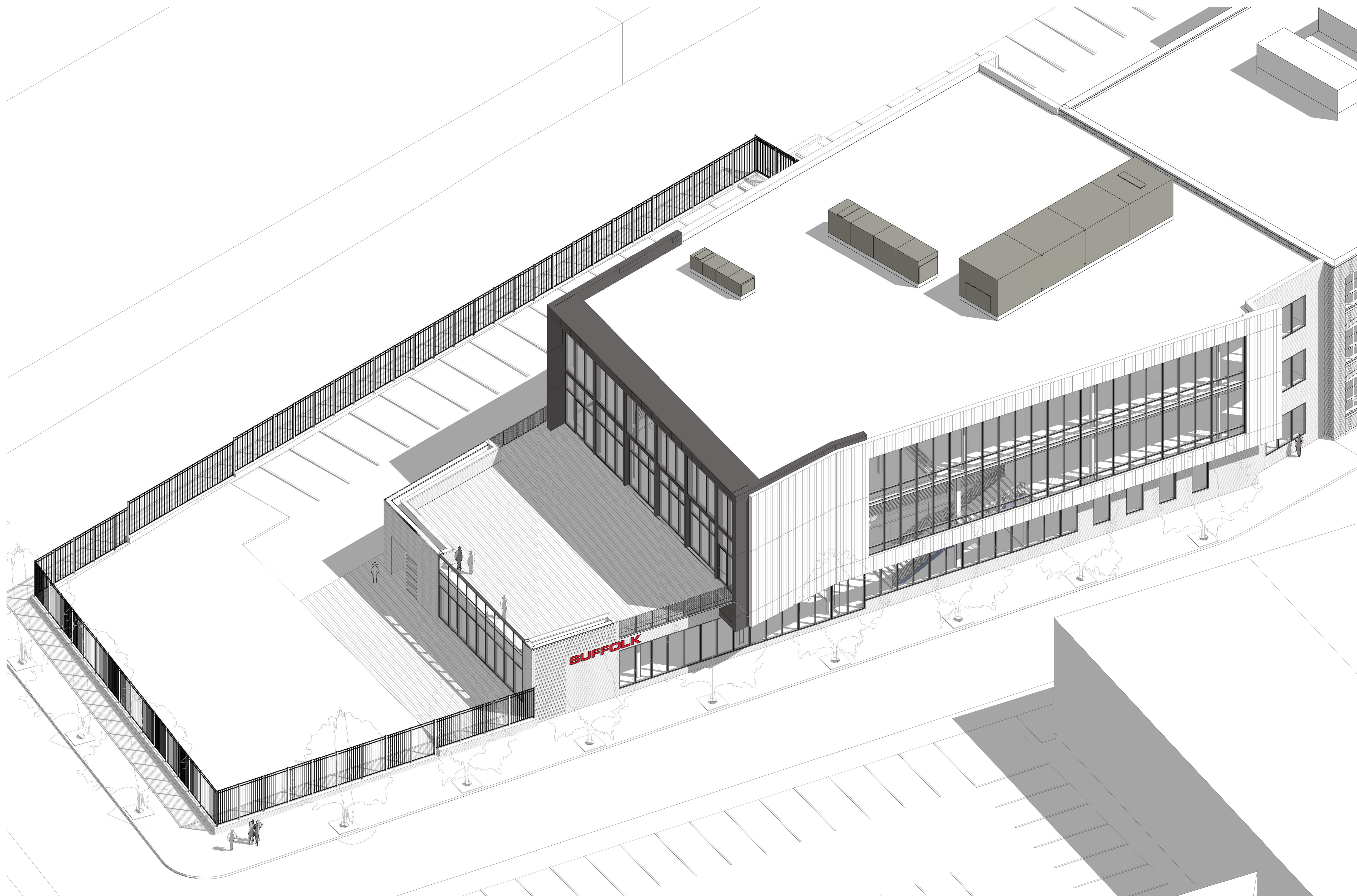




65 ALLERTON STREET  
Boston, Massachusetts

View from Magazine Street  
APRIL 14, 2016

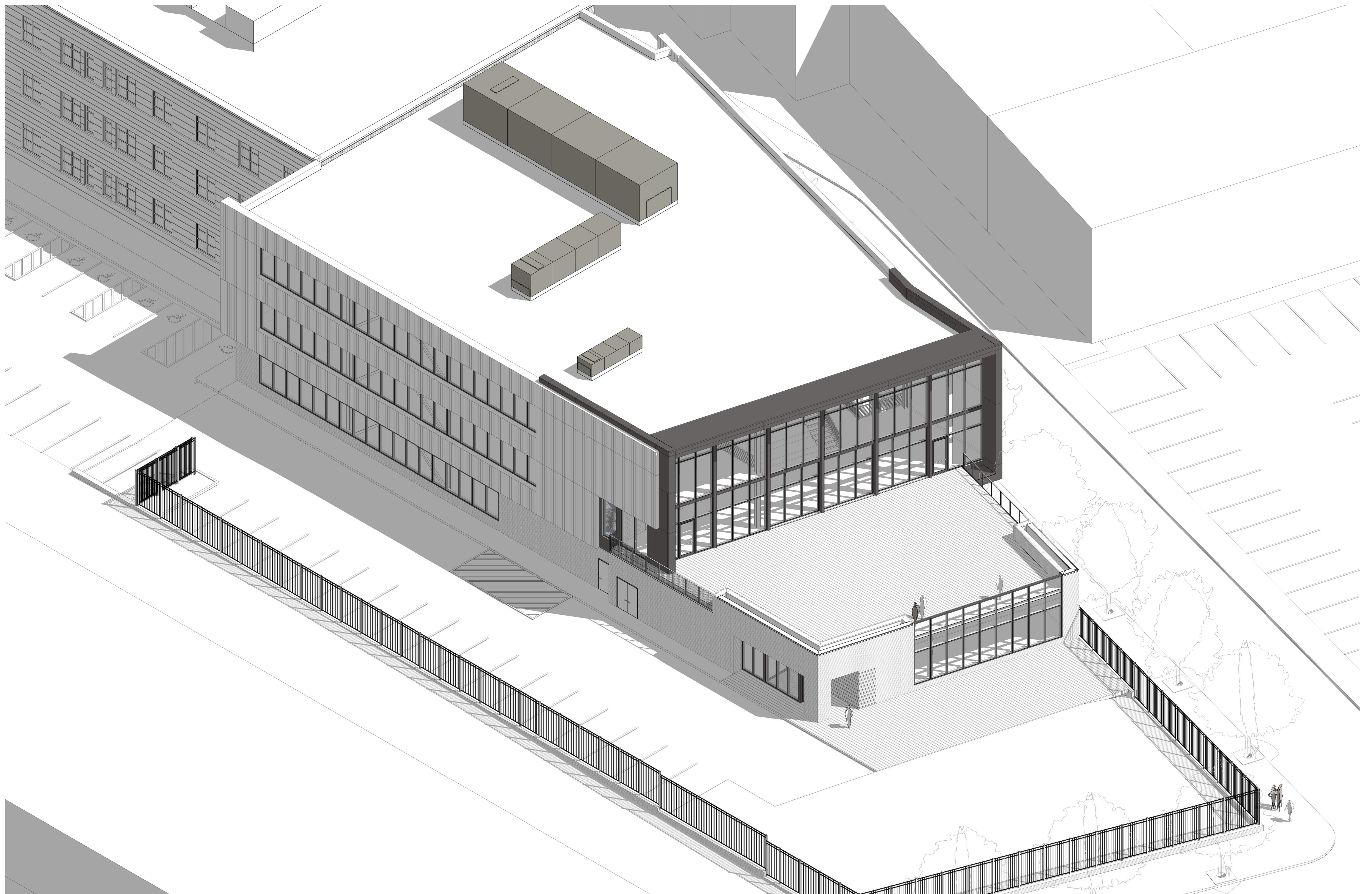




65 ALLERTON STREET  
*Boston, Massachusetts*

Axonometric View Looking West  
APRIL 14, 2016

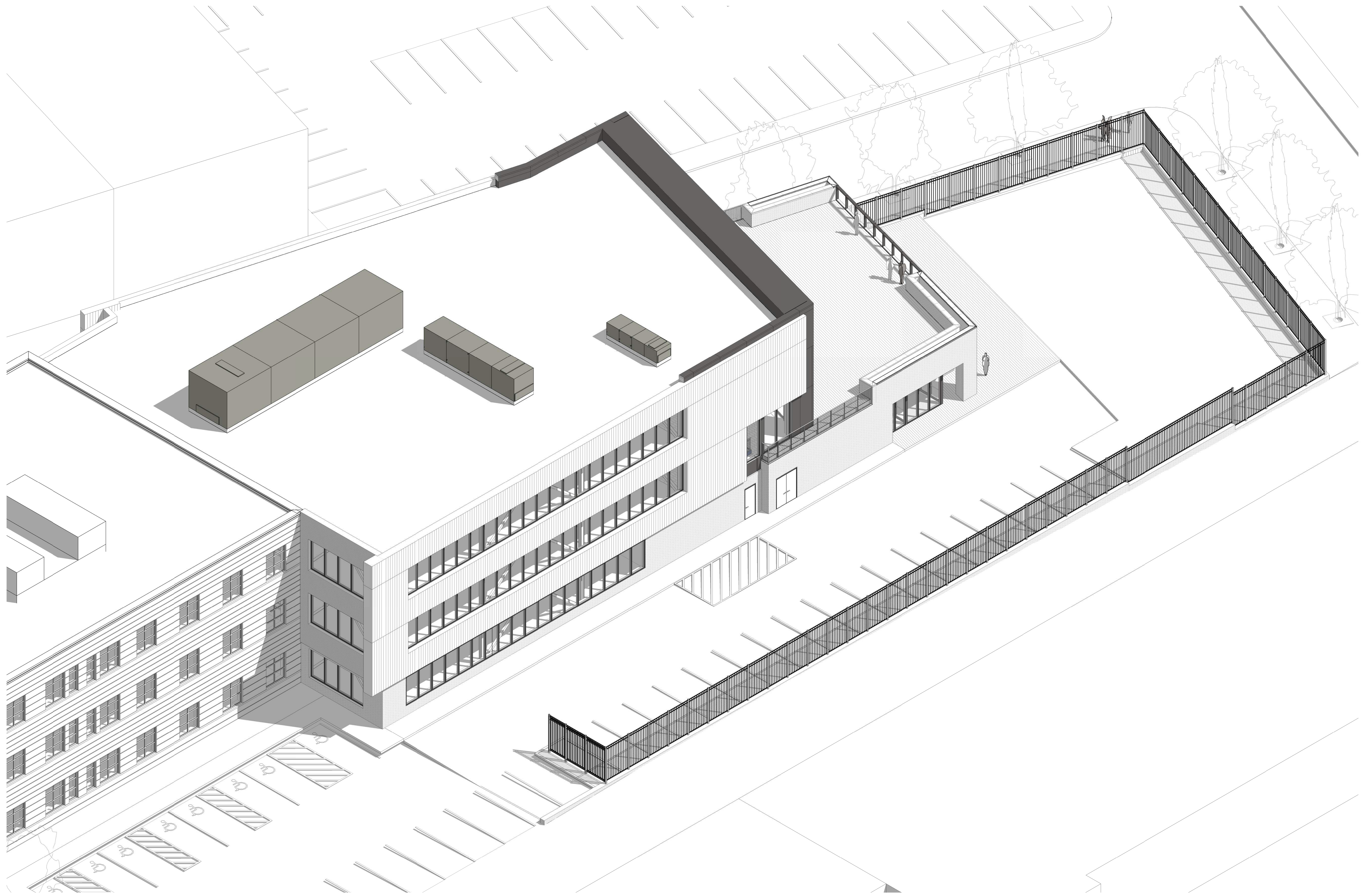




65 ALLERTON STREET  
Boston, Massachusetts

Axonometric View Looking North  
APRIL 14, 2016

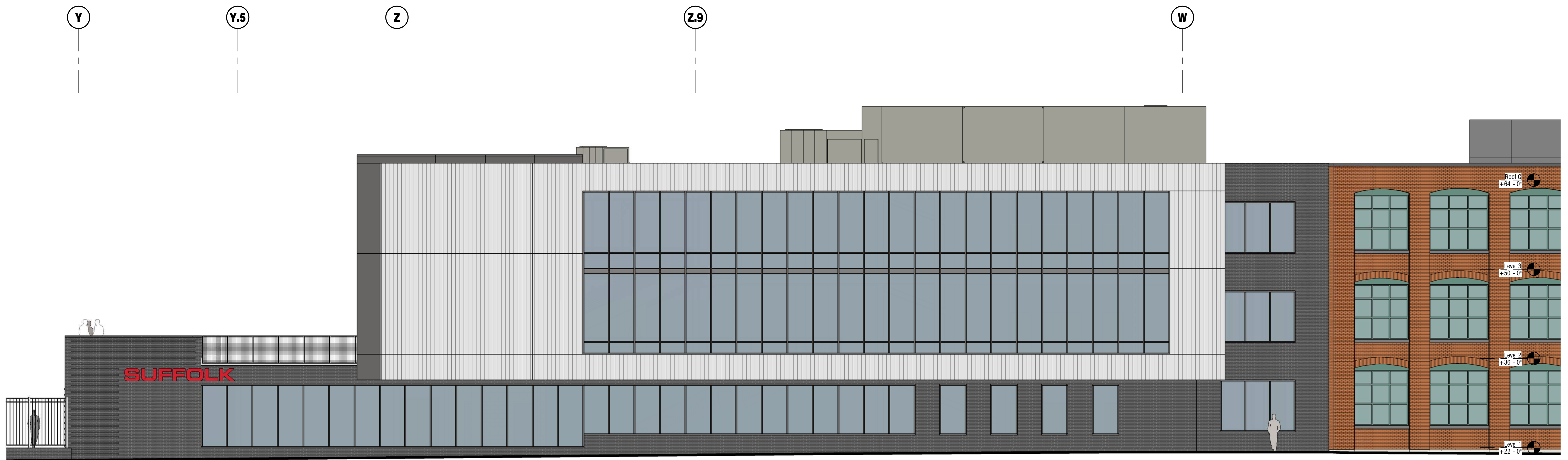




65 ALLERTON STREET  
Boston, Massachusetts

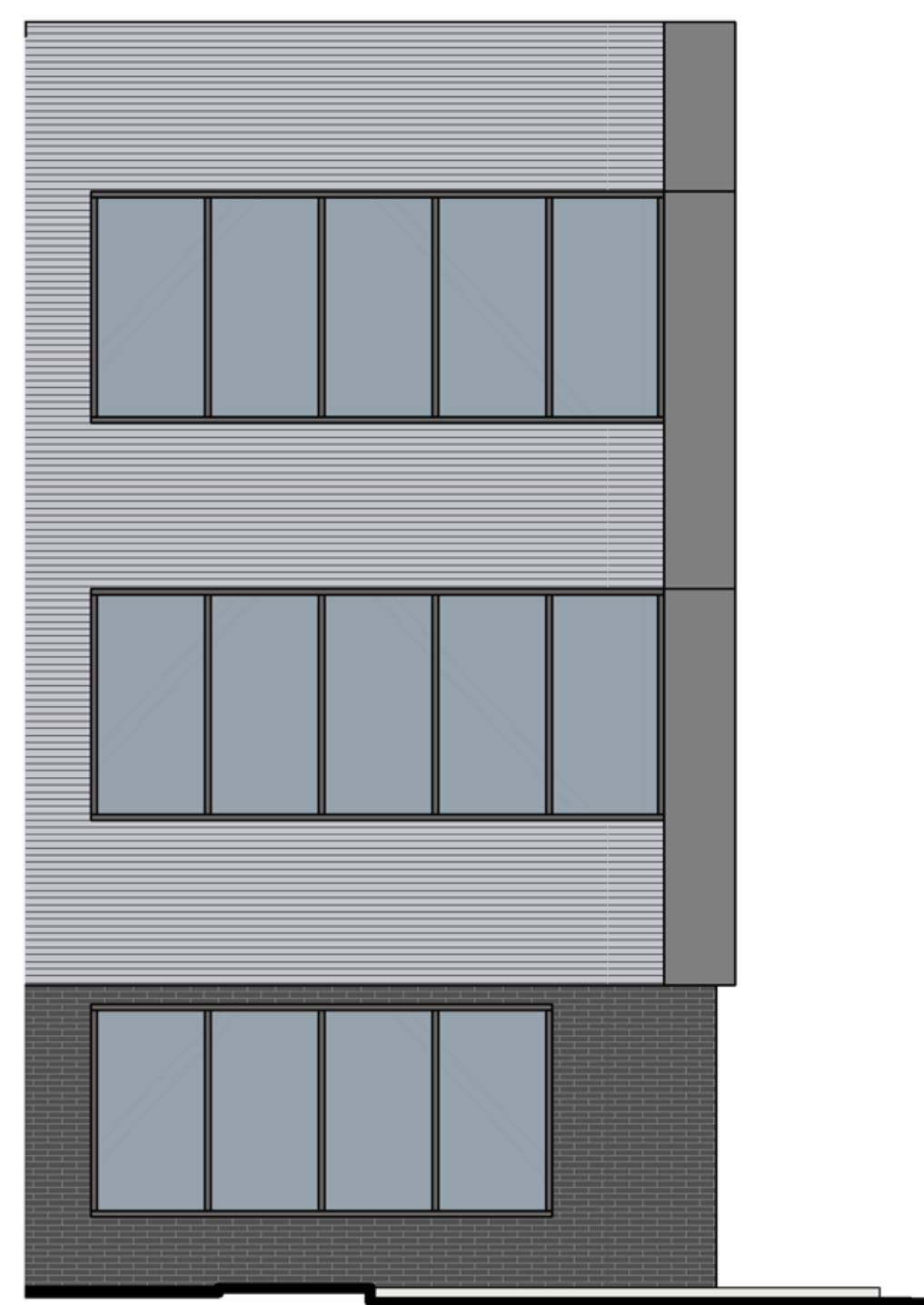
Axonometric View Looking East  
APRIL 14, 2016





ALLERTON STREET ELEVATION

1



— Roof C  
+64' - 0"

— Level 3  
+50' - 0"

— Level 2  
+36' - 0"

— Level 1  
+22' - 0"

NORTHWEST ELEVATION



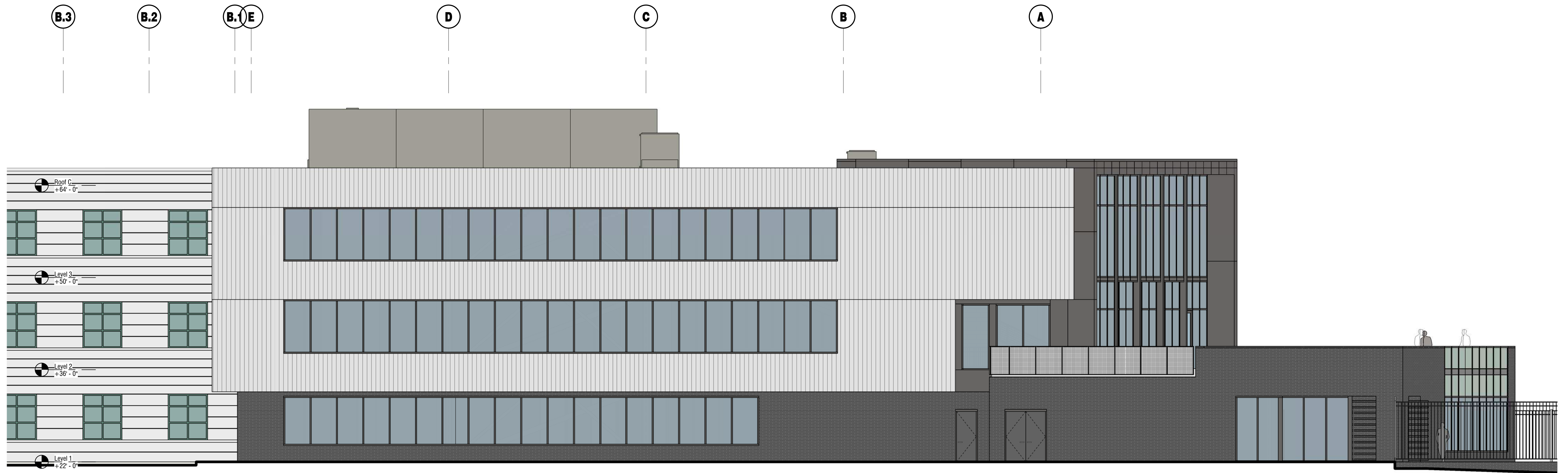
— Roof C  
+64' - 0"

— Level 3  
+50' - 0"

— Level 2  
+36' - 0"

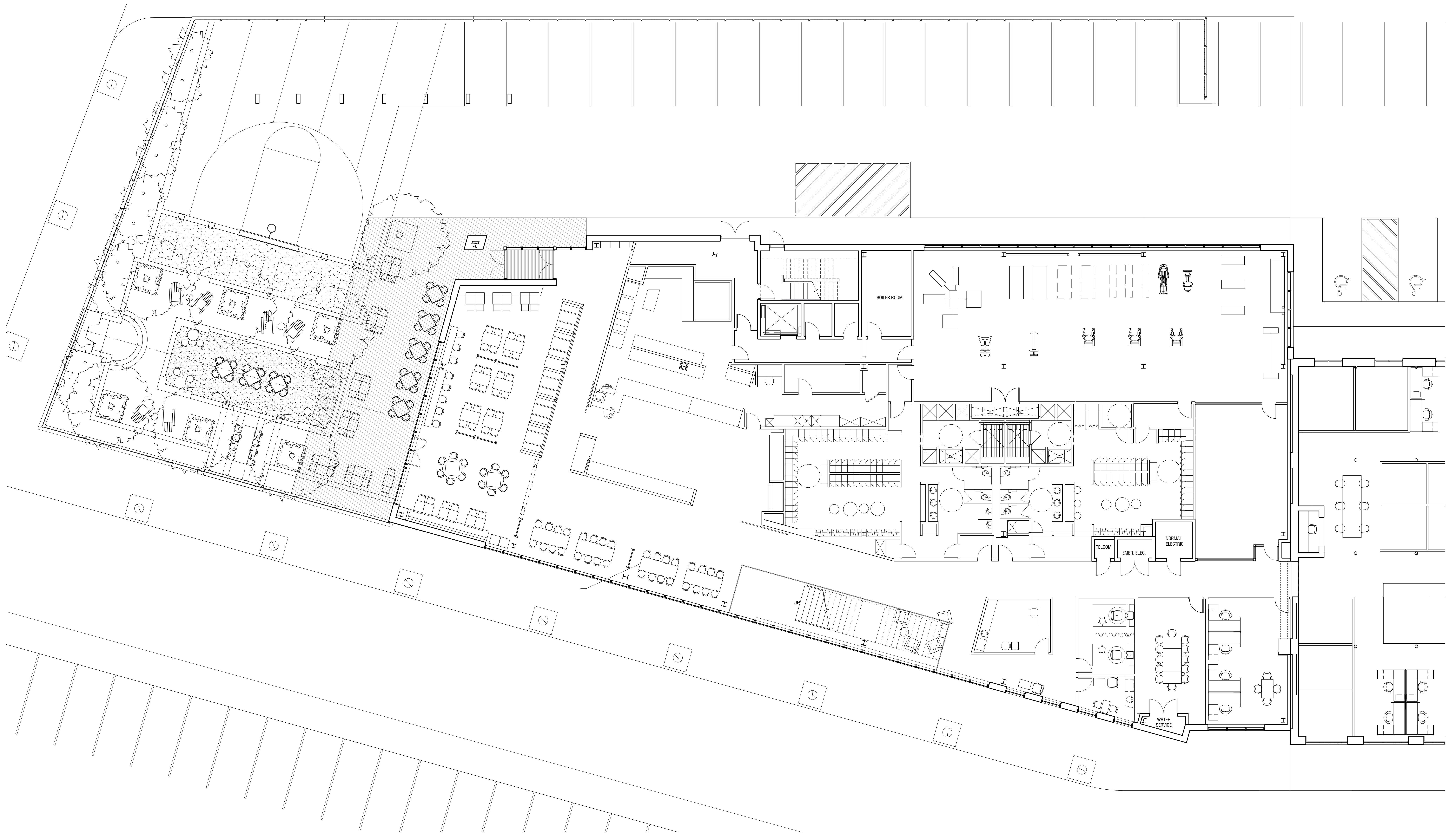
— Level 1  
+22' - 0"

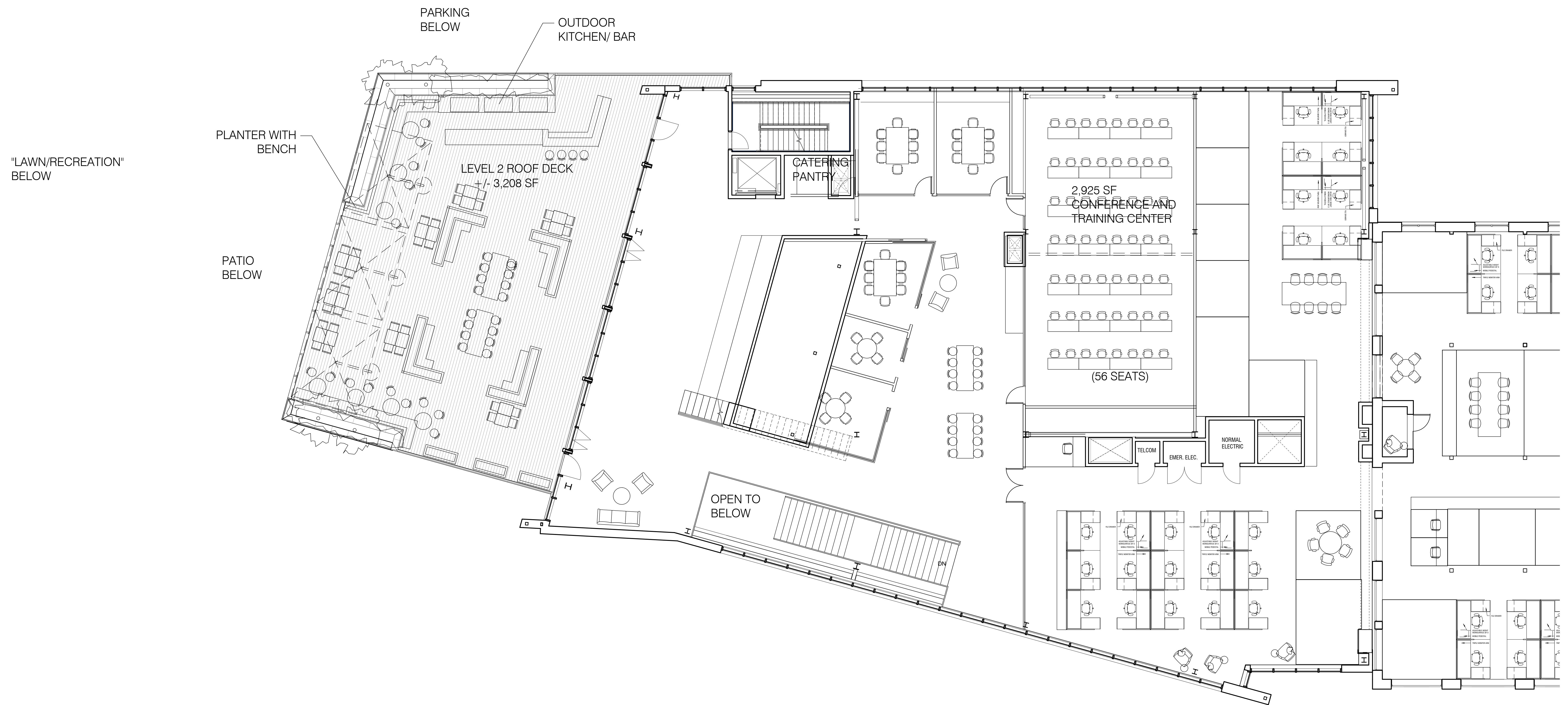
MAGAZINE STREET ELEVATION

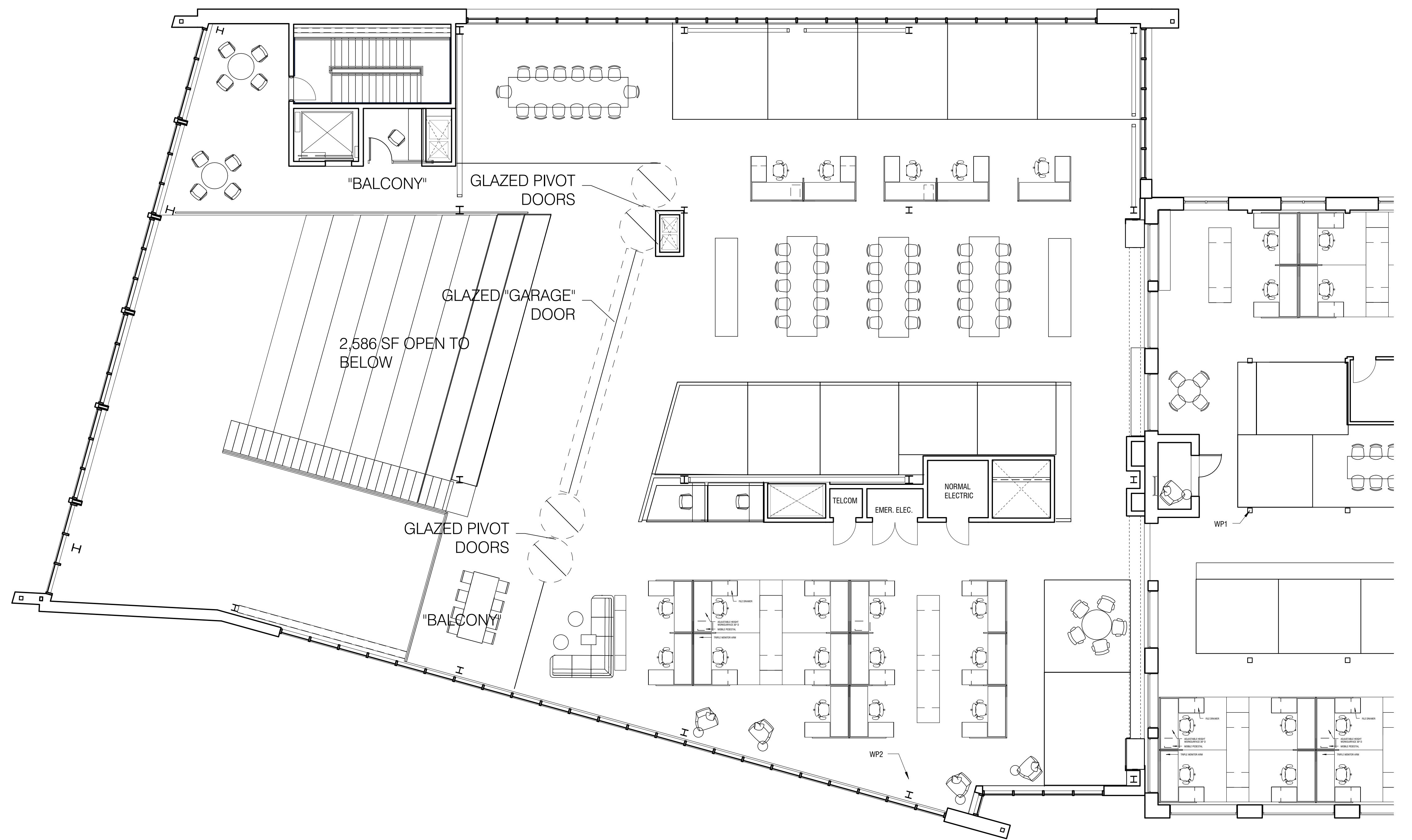


FARNHAM STREET ELEVATION











## **Appendix D: Transportation Assessment**



## **Traffic, Parking and Access/Egress**

The design team has prepared this summary of the Site with respect to the traffic, parking, vehicular and pedestrian access for this Project. All parking for the building, both existing and proposed, is accommodated in secure, surface parking lots. Currently, the company controls 274 parking spaces. The Project looks to expand the on-site parking lot to the west, towards Kemble Street, and reconfigure portions of the existing parking spaces to optimize access and circulation. These improvements will not only optimize access and circulation but also provide approximately 74 net-new spaces. As a result, the Project will contain up to 348 parking spaces.

Vehicular access to and egress from the Site will be modified slightly from the existing site conditions. The Site's primary curb cut on Allerton Street will remain in its current location, just north of the building along Allerton Street. The existing secondary access/egress curb cut, along 91 Allerton Street, will be closed in order to add green space to the corner of the Site. Access from Magazine Street will be maintained by consolidating the curb cut with the adjacent Farnham Street (private way) curb cut. This consolidation will help reduce conflicts and improve wayfinding along Magazine Street. The existing emergency access gate on the north side of the on-site surface parking lot will be maintained. A secondary emergency access gate to Kemble Street, at the existing curb cut location, will be added to the expanded parking area.

Overall, there are minimal existing traffic operation issues in the Project vicinity, especially on those streets abutting the Site which serve as the access/egress points. The one nearby exception is the intersection of Massachusetts Avenue/Magazine Street. Based on traffic data and observations collected in June/July 2015 during the commuter peak hours, the intersection experiences a level of service (LOS) C in both the morning and evening periods. In urban environments, LOS D or better is generally considered a well-functioning intersection. However, this intersection experiences queuing issues during peak commuting hours along all approaches.

Although additional trips will be generated due to the Project, the impacts to nearby area intersections are expected to be minimal due to the nature of the proposed building use and the Site layout. Building users are anticipated to work typical construction hours which will lead to commutes that begin before the typical morning and evening commuter peak hours. Based on information provided by Suffolk about existing travel patterns, the majority of project traffic is expected to be oriented to/from I-93 and the Mass Ave Connector, which are located north of the Project Site. The parking expansion will be constructed on the north side of the Site, which should encourage vehicles not to travel through the Massachusetts Avenue/Magazine Street intersection (located south of the Site) and use alternative streets as vehicles travel to/from the major destination to the north. As mentioned above, these alternative routes have no/minimal existing operational issues.

This Project will include reconstruction of the concrete sidewalk along the frontage of the property on both Allerton and Magazine streets. The main pedestrian entrance to the building will remain in its existing location on Allerton Street. Bike parking installed with the Project will conform to the City of Boston bike guidelines for both type and quantity. There are two existing Hubway stations (Newmarket Square and Mt. Pleasant Ave/ Dudley Town Common) located within a third of a mile of the Site. As mentioned previously, a green space is proposed on the southern end of the site which will replace the existing parking lot.

The Site is located in an area with multiple transit options and connection locations. Three MBTA local bus routes (Routes 8, 10, and CT3) travel along Massachusetts Avenue, just east of the Site. The MBTA Commuter Rail Fairmont Line stops at Newmarket Station, which is located approximately 0.25 miles south of the Site. In addition, Dudley Square Station is approximately three quarters of a mile west of the Site. Dudley Station serves fifteen local bus route (Routes 1, 8, 14, 15, 19, 23, 28, 41, 42, 44, 45, 47, 66, 170, and 171) and two Silver Line routes (Routes SL4 and SL5).



**Appendix E:  
Landmark Commission Demolition Delay Approval**







# CITY OF BOSTON

## THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

August 6, 2015

Mr. James English  
Suffolk Construction Company  
65 Allerton Street  
Boston, MA 02119

### BOSTON LANDMARKS COMMISSION NOTICE OF DETERMINATION

**Re: Application # 16.177D1958**  
**Review of proposed demolition of three commercial buildings, 79, 83, and 91 Allerton Street, Roxbury, Mass.**

Dear Mr. English:

The Boston Landmarks Commission staff have determined that the above-mentioned **three commercial buildings, 79, 83, and 91 Allerton Street, Roxbury, Mass.** are not significant buildings under the Criteria for determining significance in Section 85-5.3 (a-e) of the Demolition Delay Ordinance (Article 85, Chapter 665 of the Acts of 1956 as amended). No further review by the Boston Landmarks Commission under Article 85 is required. If you have any questions regarding this decision, please contact me at 617-635-3850.

Please provide a copy of this determination to Inspectional Services Department when applying for a demolition permit. Thank you for your cooperation in this matter.

Sincerely,

Elizabeth A. Stifel, AIA, LEED AP BD+C  
Staff Architect  
Boston Landmarks Commission

cc: Commissioner of Inspectional Services  
Mayor's Office of Neighborhood Services  
John Byda, Harbor Realty Trust



# CITY OF BOSTON

## THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

December 11, 2015

Mr. James English  
Suffolk Construction Company  
65 Allerton Street  
Boston MA 02119

### NOTICE OF DETERMINATION

**Re: Application # 16.850D2020**  
**Review of proposed demolition of two industrial buildings located at 82 and 90 Kemble Street, Roxbury, Mass.**

Dear Mr. English:

The Boston Landmarks Commission staff have determined that the above-mentioned **two industrial buildings located at 82 and 90 Kemble Street, Roxbury, Mass.** is not a significant building under the Criteria for determining significance in Section 85-5.3 (a-e) of the Demolition Delay Ordinance (Article 85, Chapter 665 of the Acts of 1956 as amended). **No further review by the Boston Landmarks Commission under Article 85 is required.** If you have any questions regarding this decision, please contact me at 617-635-3850.

**Please provide a copy of this determination to Inspectional Services Department when applying for a demolition permit. Thank you for your cooperation in this matter.**

Sincerely,

Elizabeth A. Stifel, AIA, LEED AP BD+C  
Staff Architect  
Boston Landmarks Commission

cc: Commissioner of Inspectional Services  
Mayor's Office of Neighborhood Services



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

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

Martin J. Walsh  
Mayor

**ZONING CODE REFUSAL**

Gary P. Moccia  
Inspector of Buildings

SUFFOLK CONSTRUCTION/JAMES  
ENGLISH  
65 ALLERTON ST  
BOSTON, MA 02119

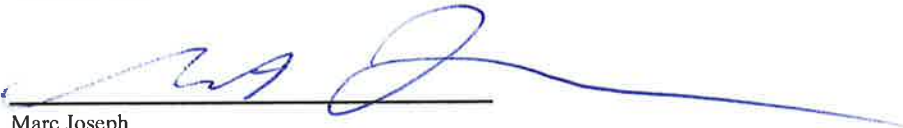
March 03, 2016

**Location:** 85 ALLERTON ST ROXBURY, MA 02119  
**Ward:** 08  
**Zoning District:** Roxbury Neighborhood  
**Zoning Subdistrict:** NEW MARKET IDA  
**Appl. # :** ERT565110  
**Date Filed:** February 23, 2016  
**Purpose:** Erect a three story office building on Three combined lots as per plans.

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

<u>Violation</u>	<u>Violation Description</u>	<u>Violation Comments</u>
Art. 80 Sec. 80E-2	Small Proj. Review	Small project review applicability (NDOD)

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

  
\_\_\_\_\_  
Marc Joseph  
(617)961-3233  
for the Commissioner

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





## **Appendix F: Accessibility Review Checklist**



## **Accessibility Checklist**

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

### **Accessibility Analysis Information Sources:**

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
  - a. [http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR
  - a. <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Boston Complete Street Guidelines
  - a. <http://bostoncompletestreets.org/>
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
  - a. <http://www.cityofboston.gov/Disability>
5. City of Boston – Public Works Sidewalk Reconstruction Policy
  - a. [http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
6. Massachusetts Office On Disability Accessible Parking Requirements
  - a. [www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc](http://www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc)
7. MBTA Fixed Route Accessible Transit Stations
  - a. [http://www.mbta.com/about\\_the\\_mbta/accessibility/](http://www.mbta.com/about_the_mbta/accessibility/)



**Article 80 | ACCESSIBILTY CHECKLIST**  
**Suffolk Construction Headquarters Expansion**

**Project Information**

Project Name:	<b>Suffolk Construction Headquarters Expansion</b>
Project Address Primary:	<b>65 Allerton St. Boston, MA</b>
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	<b>James English, Senior Vice President, Business Development</b> <b>Suffolk Construction</b> <a href="mailto:jenglish@suffolk.com">jenglish@suffolk.com</a> <b>6175174372</b>

**Team Description**

Owner / Developer:	<b>Suffolk Construction</b>
Architect:	<b>Elkus Manfredi Architects</b>
Engineer (building systems):	<b>Commercial Construction Consulting, Inc</b>
Sustainability / LEED:	
Permitting:	<b>VHB, Inc.</b>
Construction Management:	

**Project Permitting and Phase**

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

PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

**Article 80 | ACCESSIBILITY CHECKLIST**  
**Suffolk Construction Headquarters Expansion**

**Building Classification and Description**

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

Residential – One to Three Unit	Residential - Multi-unit, Four +	Institutional	Education
<b>Commercial</b>	<b>Office</b>	Retail	<b>Assembly</b>
Laboratory / Medical	Manufacturing / Industrial	Mercantile	<b>Storage, Utility and Other</b>
First Floor Uses (List)	<i>Lobby, Reception, Office, Fitness, Lockers, Showers, Restrooms, Wellness, Café, Commercial Kitchen</i>		

What is the Construction Type – select most appropriate type?

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

Site Area:	35,078 SF	Building Area:	38,000 SF
Building Height:	48 Ft.	Number of Stories:	3 Flrs.
First Floor Elevation:	22.0' Elev.	Are there below grade spaces:	Yes / <b>No</b>

**Assessment of Existing Infrastructure for Accessibility:**

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

Provide a description of the development neighborhood and identifying characteristics.

The site is located in an industrial part of the Roxbury neighborhood of Boston. Many industrial uses surround the site. Businesses adjacent to the site include truck rental companies, warehouses, and building and plumbing material suppliers. The use of the site is changing from vacant warehouses to expanded office and amenity space for Suffolk Construction.

List the surrounding ADA compliant MBTA transit lines and the proximity

The MBTA Commuter Rail Fairmont Line stops at Newmarket Station, which is located approximately 0.25 miles south of the Site. The site is located approximately 1 mile to the MBTA Andrew Red Line T Station. The Dudley Square

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to the development site: Commuter rail, subway, bus, etc.

Station is approximately 0.75 miles west of the Site. Dudley Station serves fifteen local bus route (Routes 1, 8, 14, 15, 19, 23, 28, 41, 42, 44, 45, 47, 66, 170, and 171) and two Silver Line routes (Routes SL4 and SL5).

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

The site is approximately 0.5 miles south of the Boston Medical Center and 0.7 miles from the Boston University School of Medicine.

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

No

**Surrounding Site Conditions – Existing:**

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

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

Yes, there are existing sidewalk and pedestrians ramps located around the development site.

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

The existing sidewalk and pedestrian ramp on Allerton Street are concrete and they are in poor condition. The existing sidewalk on Magazine Street is concrete and it is in decent condition. The existing sidewalk on Kemble Street is bituminous pavement and it is in decent condition.

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

The sidewalks and pedestrian ramp in front of the development site will not remain.

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

**Surrounding Site Conditions – Proposed**

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This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortably pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

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

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

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

List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?

If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with

<p>The proposed sidewalks on Magazine Street and Allerton Street exceed Boston Complete Street Guidelines</p>
<p>Magazine Street: Neighborhood Connector  Allerton Street: Industrial</p>
<p>Magazine Street: 14' total  Frontage Zone - 1.5', Pedestrian Zone - 6', Greenscape/Furnishing Zone - 6', Curb Zone - 6"  Allerton Street: 14' total  Frontage Zone - 1.5', Pedestrian Zone - 6', Greenscape/Furnishing Zone - 6', Curb Zone - 6"</p>
<p>Magazine Street:  Frontage Zone - Pedestrian Concrete, Pedestrian Zone - Pedestrian Concrete, Greenscape/Furnishing Zone - Linear Permeable Pavers and Granite Planter Curbs, Curb Zone - Granite Street Curb  Allerton Street:  Frontage Zone - Pedestrian Concrete, Pedestrian Zone - Pedestrian Concrete, Greenscape/Furnishing Zone - Linear Permeable Pavers and cast iron tree grates, Curb Zone - Granite Street Curb  All two streets: A portion of the Pedestrian Zone and all of the Greenscape/Furnishing Zone and Curb Zone will be in the City of Boston pedestrian right-of-way.</p>
<p>Yes</p>

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the City of Boston Public Improvement Commission?

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

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

	No.

**Proposed Accessible Parking:**

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

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

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

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

Where is accessible visitor parking located?

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

Twenty-four parking spaces will be provided on-site at the development site. Seven standard and one van accessible parking spaces are provided adjacent to the building. Additional parking spaces are provided off-site within 1,200 ft of the development site.
Seven standard and one van accessible parking spaces are provided adjacent to the building.
No.
Accessible visitor parking is located adjacent to the building
Yes. Yes.

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

Please see site plan.

**Circulation and Accessible Routes:**

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

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

Provide a diagram of the accessible route connections through the site.

Please see site plan.

Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.

Existing front entrance: Flush condition, stairs and ramp to elevator. New rear entrance: Flush condition at same level as elevator. New café entrance: Flush condition at same level as elevator.

Are the accessible entrance and the standard entrance integrated?

Yes. All entrances are accessible.

**If no above**, what is the reason?

Will there be a roof deck or outdoor courtyard space? **If yes**, include diagram of the accessible route.

Yes, a ground floor terrace is adjacent to the café and a second floor terrace is located above the cafe. The café terrace is accessed from the café entrance. The second floor terrace is accessed via any of the three elevators to the second floor.

Has an accessible routes way-finding and signage package been developed? **If yes**, please describe.

No.

**Accessible Units: (If applicable)**

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

What is the total number of proposed units for the development?

How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?

How many accessible units are being proposed?

Please provide plan and diagram of the accessible units.

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

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

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

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

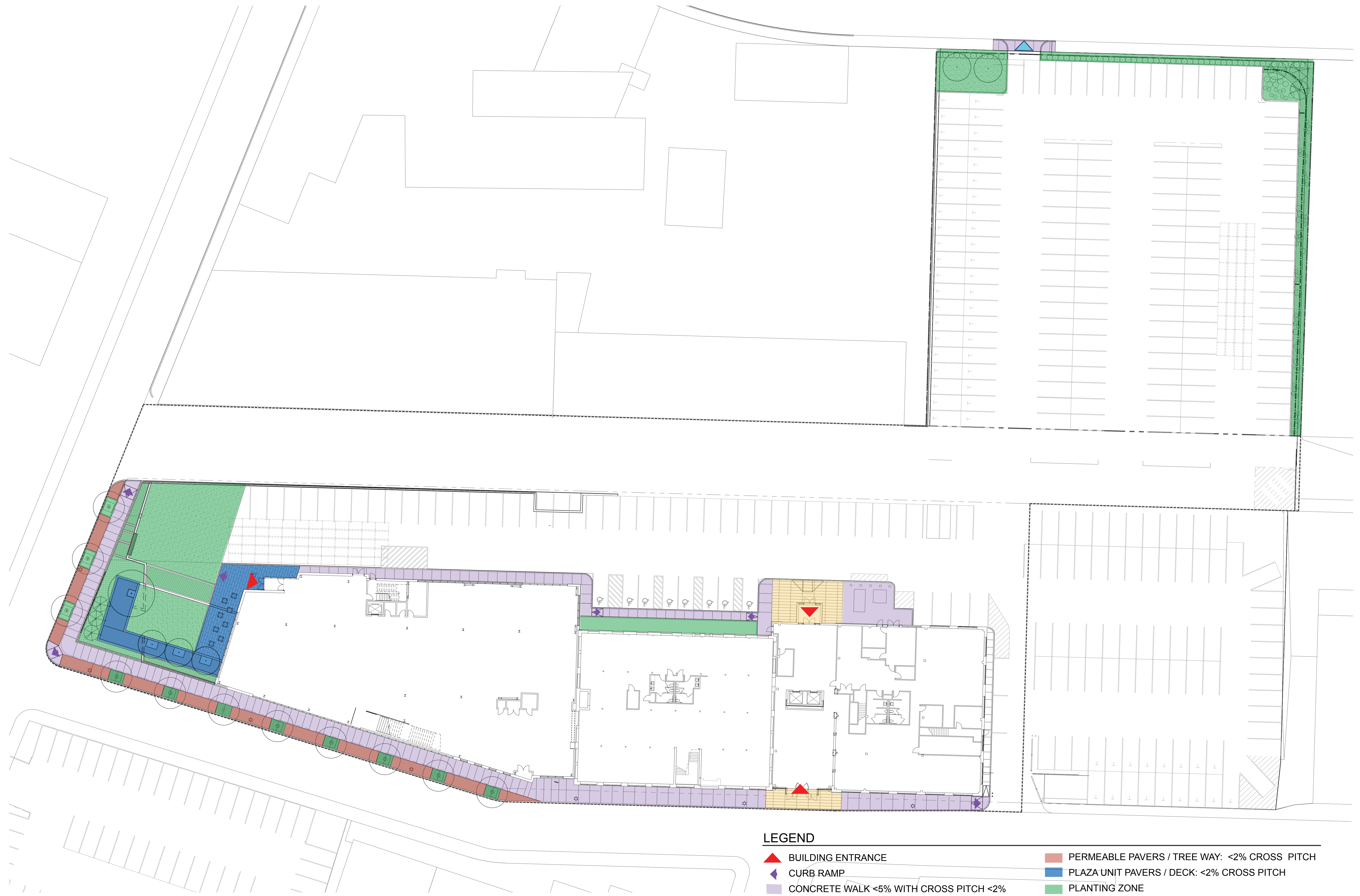

Thank you for completing the Accessibility Checklist!

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

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





**LEGEND**

- ▲ BUILDING ENTRANCE
- ▲ CURB RAMP
- CONCRETE WALK <5% WITH CROSS PITCH <2%
- GRANITE ENTRY PAVING: <2% CROSS PITCH
- PERMEABLE PAVERS / TREE WAY: <2% CROSS PITCH
- PLAZA UNIT PAVERS / DECK: <2% CROSS PITCH
- PLANTING ZONE
- ▲ DRIVEWAY APRON FOR EMERGENCY VEHICLE ACCESS