



Wellington at 1301

Proposed Mixed-Use Residential Apartment Building

1297-1305 Blue Hill Avenue, Mattapan, MA

Owner/Developer: 1301 Wellington LLC

Attorney: Pulgini & Norton, LLP
Braintree, MA 02184

Architect: Rick Schmidt Architect, LLC
Chestnut Hill, MA

Civil Engineer &
Landscape Architect: Develis Zrein Inc.
Foxborough, MA

Transportation Planners: Howard Stein Hudson
Boston, MA

March 29, 2019

March 28, 2019

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

Wellington at 1301
1297-1305 Blue Hill Avenue, Mattapan, Massachusetts
Article 80, Section 80E, Small Project Review Application

Dear Director Golden:

1301 Wellington, LLC, together with Diarmaid McGregor, is pleased to submit this application for Small Project Review pursuant to Article 80E of the Boston Zoning Code, in connection with the proposed development at 1297-1305 Blue Hill Avenue in Mattapan.

The proposed project is a six-story mixed-use building comprised of 44 residential units, with a residential lobby and 3 retail/commercial spaces on the first floor. Interior parking for 25 cars is provided at grade and will be accessed via Blue Hill Avenue. Additionally, there will be 44 secured bicycle spaces provided in the garage area.

The development team will be led by Diarmaid McGregor. Mr. McGregor has successfully completed more than 50 construction projects throughout the United States. Mr. McGregor will lead a team of professional architects, engineers, contractors, and consultants with years of experience in the development of residential and mixed-use projects.

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

Sincerely,


John A. Pulgini

CC: Jonathan Greeley, BPDA
Aisling Kerr, BPDA
Michael Christopher, BPDA
Tim McCarthy, Boston City Council
Roudnie Celestin, Mayor's Office

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1.0 - Introduction

Mr. Diarmaid McGregor, principal of 1301 Wellington LLC, assembled this project team to develop a design for a new 6-story, mixed-use (residential and commercial) building on this 16,476 sf site on the corner of Blue Hill Avenue and Wellington Hill Avenue. The property address is 1297-1305 Blue Hill Avenue, Mattapan, MA. The site is currently used as a parking lot.

The program for the proposed 49,745 sf building is comprised of:

- 1st Floor: a residential lobby, 3-commercial units, building occupant parking (for both cars and bicycles), a loading bay and support space for building utilities.
- 2nd-6th Floors: 44-Dwelling units.
 - There is small penthouse to accommodate the elevator override and a stair head houses to provide roof access.
 - There are common roof decks which will provide outdoor space for building residents at the 2nd and 5th floors.

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

1.1 - Project Team

Owner/Developer: 1301 Wellington LLC
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Landscape Architect:** Develis Zrein Inc.
PO Box 307
Foxborough, MA 02035

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

1.2 - Neighborhood Context

The project is located 1.3 miles south of Franklin Park and 0.8 miles North of Mattapan Square on Blue Hill Avenue.



Community Locus



Neighborhood Locus

The surrounding area is comprised of a mix of 3 ½ story apartment buildings and 1 and 2 story commercial structures along Blue Hill Avenue. The abutting 2-story building at 1261-1295 Blue Hill Avenue has Frugal Furniture and the Child Care Center as tenants. Mr. McGregor owns this property.

The neighborhood on Wellington Hill Avenue and Ormond Street is comprised of wood-framed multi-family dwellings.

1.2 - Neighborhood/Context

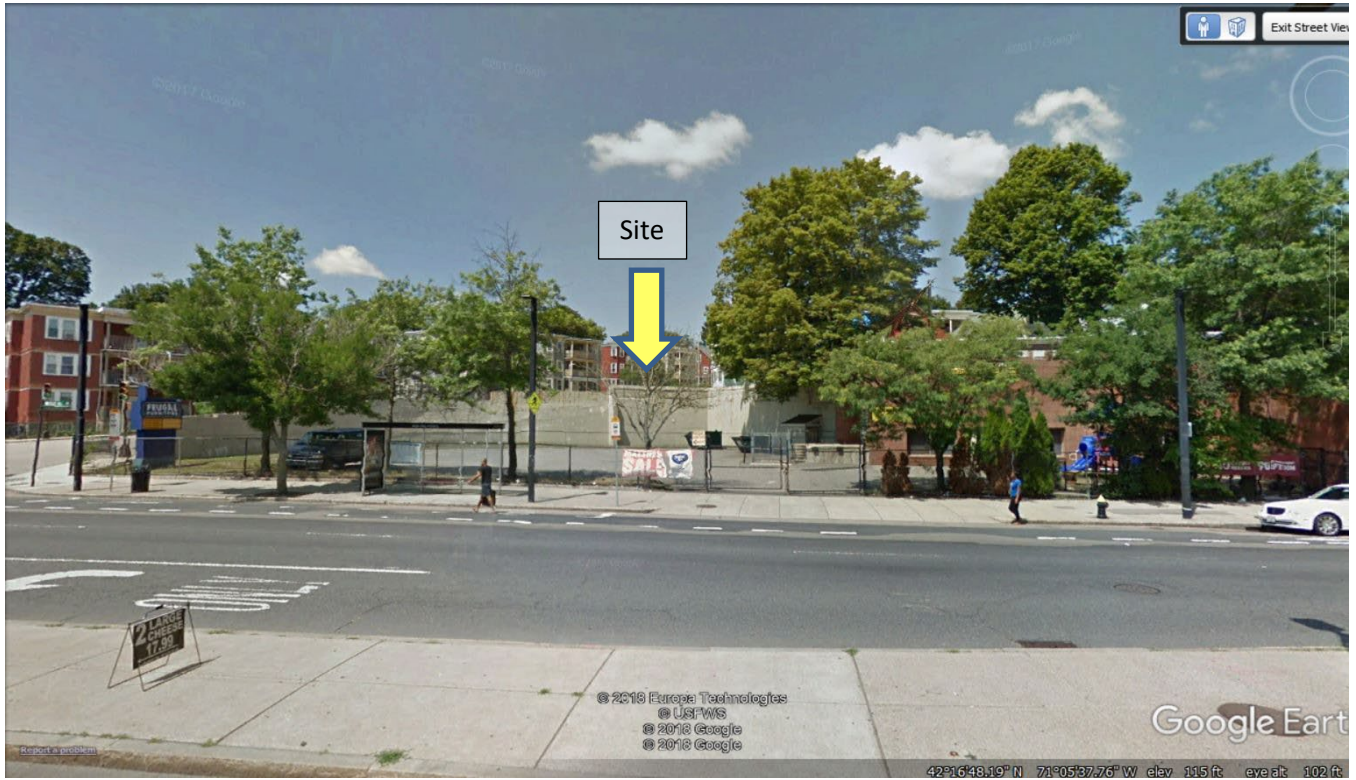


Proposed project site looking north on Blue Hill Avenue



Project site looking south on Blue Hill Avenue

1.2 - Neighborhood/Context



Proposed project site looking west on Blue Hill Avenue

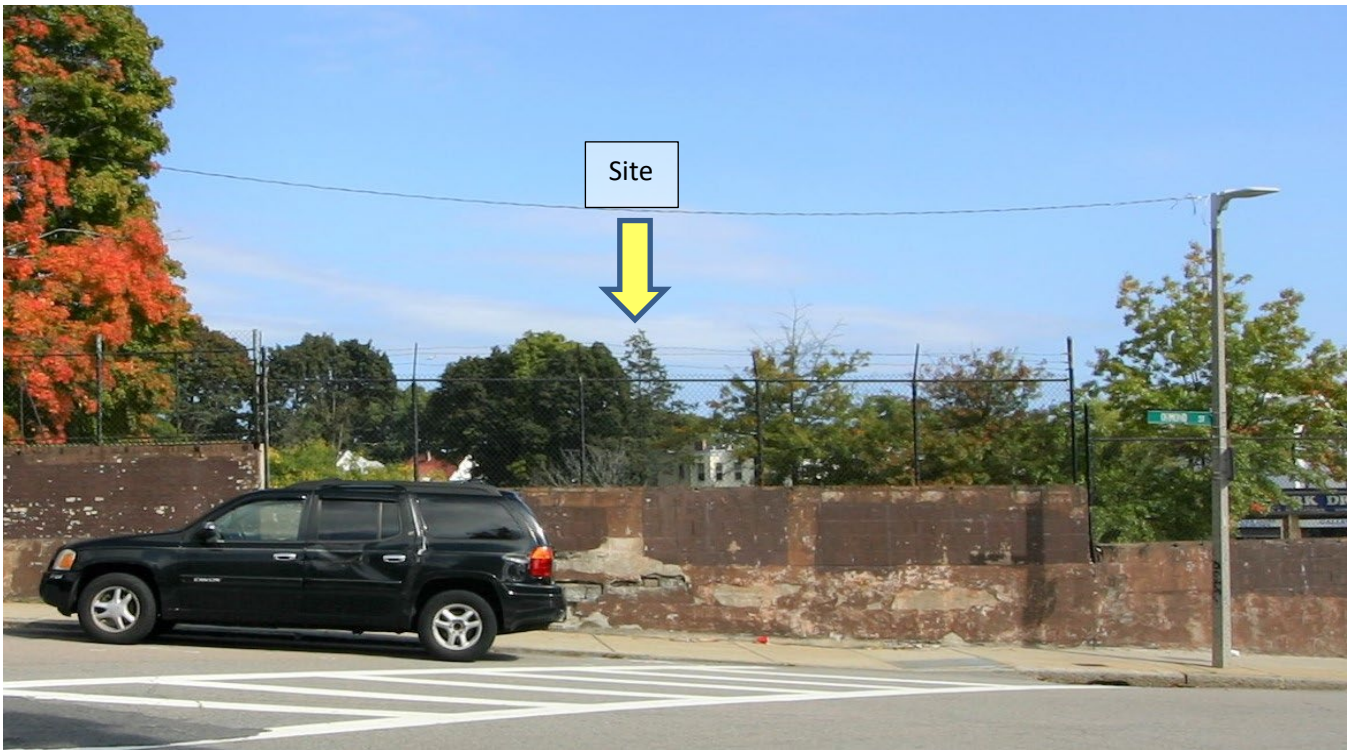


Corner of Wellington Hill Avenue and Blue Hill Avenue looking west

1.2 - Neighborhood/Context



Wellington Hill Avenue looking north to Ormond Street



Existing Wellington Hill Avenue and Ormond Street retaining wall

1.2 - Neighborhood/Context



Ormond Street looking south to Wellington Hill Avenue

1.3 - Project Description

1.3a - Project Area and Program Summary

Project Area

Floor	Zoning Area	
Roof	170	sf
6	7,940	sf
5	7,940	sf
4	9,920	sf
3	9,920	sf
2	9,920	sf
1	3,935	sf
Basement	0	sf
Total	49,745	sf

Program

Studio	0	Units
1BR/1B	9	Units
2BR/1B	35	Units
Total	44	Units
Commercial	3	Units
Parking	25	Spaces

1.3b - Design Process

The design of the proposed building has been shaped by pre-filing input from the BPDA and City of Boston Transportation Department. During the pre-filing phase of the project, meetings were held on September 11, 2018, November 7, 2018 and January 30, 2019. The meetings were attended by representatives of the BPDA, Mayor's Office and Transportation Department. A pre-filing neighborhood meeting was held on October 17, 2018.

1.3c - Urban Design

The project proposes to replace an existing parking lot with a new mixed-use, transit oriented development.

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

- Commercial Space and the building lobby is positioned along Blue Hill Avenue to contribute to activating the sidewalk and creating a vibrant pedestrian streetscape;
- A coffee shop with outdoor seating is planned for the corner of Blue Hill Avenue and Wellington Hill Avenue;
- In addition to activating the base of the building, the commercial space screens the ground level parking, located below grade in the rear of the first floor;
- Blue Hill Avenue will be further activated with the introduction of an improved sidewalk with new landscaping and an improved bus stop;
- Indoor bicycle storage will be provided on the first floor of the building;
- Accessible outdoor space for residents of the building is proposed at the 2nd and 4th floors. This outdoors space has been designed to serve as a buffer between the proposed building and the abutters;
- Vehicular access and egress will be via a new curb on Blue Hill Avenue. Several existing curb cuts along Blue Hill Avenue will be removed. The new vehicular access and egress access point is designed in compliance with the City of Boston Access Guidelines.

1.3d - Building Design

- The façade design and scale reflects the residential nature of the building through the development of window patterns and the exterior cladding materials
- The tones of the Blue Hill Avenue and Wellington Hill Avenue façades will complement the existing warm-toned buff brick which is predominant in this neighborhood;
- Brick veneer is proposed for the 1st floor of the Blue Hill Avenue façade. A panelized fiber cement siding reveal system is proposed for the 2nd-6th floors of the Blue Hill Avenue façade. A more residential scaled cement fiber, clap board siding is proposed for the building façades facing Wellington Hill Avenue and Ormond Street;
- The building design takes advantage of the sloping site, burying the required parking below grade;
 - The building massing steps from 6 stories along Blue Hill Avenue down to 5 stories at Wellington Hill Avenue and finally to 3 stories in height where the building is closest to the existing abutting multi-family residences along Ormond Street;
- The roof parapet will minimize views of mechanical equipment;
 - Head houses required to access the roof are sloped to minimize visibility;
- Building entrances are proposed at the base of the building along Blue Hill Avenue to promote pedestrian activity and encourage street life;
- Outdoor common-use space is provided at the 2nd and 5th floors;
- The base of the building is delineated with generous and welcoming storefront openings to activate the base of the building;
- The fenestration pattern and scale changes to define the location of the main entrance;
 - Building signage is incorporated into the entrance design to further delineate.

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

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

1.3f - Site Design

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

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

The **domestic water services** to the proposed building will be tapped off the closest existing water main within Blue Hill Avenue. The water service will have a meter that will be installed with meter transmitting units in accordance with BWSC’s Automatic Meter Reading System. The exact size and location of the service will be determined during the final design and Site Plan Approval process.

Fire protection to for the building will also be tapped off the closest existing water main within Blue Hill Avenue. Any new hydrant locations will be coordinated with BWSC and Boston Fire Department. The building exteriors will also feature Siamese Connections for additional fire protection. All services, both domestic and fire protection will have backflow prevention devices.

The proposed **sewer connection** serving the proposed building will be made at the closest existing sewer main within Blue Hill Avenue. It is anticipated that the existing BWSC system will be able to accommodate the anticipated flows generated by the Project. In order to connect to the system, BWSC will require individual Site Plan Approval for proposed project.

1.3g - Landscape Design

The 16,476 sf site is located at the corner of Blue Hill Avenue and Wellington Hill Avenue. The elevation of Wellington Hill Avenue increases as you proceed around the corner and west on Wellington Hill Avenue. The elevation difference between the low point of the site on Blue Hill Avenue and the high point of the abutting property on Ormond Street is 21’. Wellington Hill Avenue is a wide residential street with narrow sidewalks. Blue Hill Avenue is a multi-lane commuter road with a directional divider in the center. There is currently a bus stop in front of the property on Blue Hill Avenue. The Blue Hill Avenue streetscape (in addition to the bus stop) includes a street tree and tall traffic lights. The streetscape is not currently scaled for comfortable pedestrian use. The Wellington Hill Streetscape is bare. It includes a narrow sidewalk with a few street lights. There is an existing concrete retaining wall that averages approximately 6’ high, topped with a chain-link and barbed-wire fence which runs nearly the entire length of the Wellington Hill Avenue property line.

The site when viewed and approached from Blue Hill Avenue is a fairly flat parking lot which abuts an existing building on the North side. Residential properties accessed from Ormond Street abut the property on the west and northwest side. There is currently an “L” shaped parcel separating the proposed development from the abutting multi-family residential property at 11 Ormond Street.

The building design proposes active uses at the first floor along Blue Hill Avenue. The proposed program includes a café, the main resident entrance and 3 commercial storefronts.

There garage entrance is proposed to be accessed off of Blue Hill Avenue immediately adjacent to the existing furniture building. The first floor parking garage also includes a loading area which will be shared with the abutting furniture store to eliminate the need for furniture deliveries through the existing front door of the store. The southwest portion of the parking garage is open to the sky which will provide space for green buffer landscaping.

The “L” shaped parcel of land between the residential abutter at 11 Ormond Street and the project site will be planted with a mix of native deciduous and evergreen plantings. The plantings, along with a 6’ high stockade fence, will provide seasonal interest, screening and a green buffer for the abutter.

The existing retaining wall will be cut down from the current average height of 6’ to 12” above the Wellington Hill street sidewalk grade. The existing chain-link and barbed-wire fence will be removed and a new 4’ decorative opaque fence will be added. The fence will allow light to enter the property while softening the Wellington Hill Avenue streetscape – a major improvement to imposing barb-wire topped concrete wall. The building residents can enjoy outdoor space in the form of an accessible second floor common deck (which covers the parking and service areas on the first floor). The deck will have gated access to Wellington Hill Avenue. The landscaping design proposes vegetative planters of varying size and scale to provide additional screening, buffering and privacy for the building residents and the Wellington Hill Avenue neighbors.

Traffic calming measures (see section 1.3h) are proposed for the corner of Blue Hill Avenue and Wellington Hill Avenue. The site plan and traffic calming measures work in conjunction to create a new activated streetscape at this corner. The concept is in keeping with the complete street guidelines. The traffic calming measures widen the sidewalk allowing for the addition of street trees (which are proposed to be installed along Blue Hill Avenue and along Wellington Hill Avenue), residential scale lighting and neighborhood wayfinding. The bus stop location is proposed to be rebuilt to better serve the neighborhood. The corner redesign results in additional space at the corner, allowing for an outdoor café framed by vegetated planter boxes.

The Blue Hill Avenue sidewalk design proposes a frontage zone, pedestrian zone and greenscape zone (as outlined in the complete street guidelines) to enhance the pedestrian experience and encourage pedestrian use and activity, thereby further activating this portion of the neighborhood fronting the new proposed mixed-use building called Wellington at 1301.

1.3h - Traffic and Parking

While not required, the transportation impacts for Wellington at 1301 (the Project) were assessed and summarized in section 2. The proposed Project is not expected to generate a substantial number of new vehicle trips due to the relatively small size of the Project and the transit-oriented nature of the mixed-use development along Blue Hill Avenue. The project site is close to multiple modes of transportation which will exhibit high transit and walk mode shares. Therefore, the Project will have little impact on the surrounding transportation infrastructure. Consistent with the on-going trend of reduced auto ownership, the project proposes to limit on-site parking. The project’s parking supply is considered appropriate given the proximity of the site to alternative transportation options.

The project proposes to improve the public realm at the corner of Blue Hill Avenue at Wellington Hill Avenue. A curb extension at the intersection will serve to calm traffic turning onto Wellington Hill Avenue by creating a smaller curb radius, a shorter crosswalk along Blue Hill Avenue and recapturing this pavement for an improved pedestrian and green space. The concept design was checked to ensure the standard Boston Fire Truck and school buses could make right and left turning movements from Blue Hill Avenue. Given that the Young Achievers Science and Math Pilot School is located near the site and their school bus routes access the intersection of Wellington Hill Avenue and Blue Hill Avenue, school turning movements were confirmed.

The curb extension improves safety for pedestrians crossing Wellington Hill Avenue as vehicles will approach the crossing at lower speeds. The curb extension also gives more space to pedestrians walking along the sidewalk,

thereby creating a larger waiting area for crossing. Furthermore, the additional length from the curb extension and shifted driveway entrance enables a larger MBTA bus stop to be put in place. At a length of 120 feet, this bus stop complies with the latest standard dimension for near-side bus stops serving 60-foot articulated buses. The shift of the driveway entrance does not eliminate any parking spaces, rather existing curb spaces are shifted south.

1.3i - Zoning Review

City of Boston Zoning Code-Article 60 Greater Mattapan Neighborhood District. Zoning Subdistrict: NS-1 – Neighborhood Shopping per Map 8b. The site abuts a 2F-5000 Residential Subdistrict.

Article 60 Table – B. Use Regulations (Neighborhood Shopping)

A Multi-family dwelling is an allowed use at the 2nd story and above. A multi-family dwelling is a conditional use at the basement and 1st floor stories.

General retail, restaurant or offices allowed use at 1st floor.

Accessory parking is an allowed use at 1st floor and is a Forbidden use at 2nd floor.

Article 60. Table – F. NS-1 Dimensional Regulations

Multifamily Residential/Local Services Subdistrict	Req'd/Allowed	Proposed	Notes
Maximum Floor Area Ratio (FAR)	1.0	49,825sf/16,476sf =3.02 F.A.R.	VARIANCE REQUIRED
Maximum Building Height	35 ft	61'-6 ½"	VARIANCE REQUIRED 167.63' (highest roof beam) – 106.08' (average grade) = 61.55' (proposed building height)
Minimum Lot Size	None	16,476 sf	
Minimum Lot / D.U.	None	N.A.	
Usable Open Space / D.U.	50 sf/D.U. (50sfx44du= 2,200sf)	3,250 sf (1,395sf (2 nd)+1,855sf (5 th)) @ 73 sf/DU provided.	Art. 60-Table-D (footnote 1). Balconies or roof decks may apply towards some or all of the open space requirement.
Minimum Lot Width	None	N.A.	
Minimum Lot Frontage	None	N.A.	
Minimum Front Yard Setback	None	1'	
Minimum Side Yard Setback	7.5' (see notes)	1' at garage (below grade) 9.58' at building above.	VARIANCE REQUIRED
Minimum Rear Yard Setback	None	1' at garage (below grade) 12.5' at building above.	Rear Yard Through Lot Per 60-41.9. Front Yard requirement shall apply.

Article 60. Table – H. Parking Requirements

Residential Use	Required/Allowed	Proposed	Notes
Parking	47 spaces required 1.0 space /D.U. x38=38 + (6x0.7 space/D.U. for afford housing=4(4.2)) 42 2 spaces/ 1,000sf for Office or Retail=5(4.94)	25 spaces	VARIANCE REQUIRED Table H-Footernote 1. 0.7 spaces per affordable D.U. for projects less than 50,000 sf

Article 60. Table – I. Loading Requirements

	Required/Allowed	Proposed	Notes
Loading	1.0 Off-street loading bays required for buildings larger than 15,001 – 49,999 gross sf	1 required (48,911 sf) Height issue	VARIANCE REQUIRED (height) 10’w x 25’l x 14’h Required zoning bay size

NOTES:

ZBA approval will require 13% of the units be designated as affordable-**6 units.** (44x.13=5.72)

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

1.3j - Anticipated Permit Requirements

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

Agency	Permit or Action
Boston Planning & Development Authority (BPDA)	Article 80E Small Project Review (SPR)
City of Boston Public Works and Public Improvements Commission (PIC)	Intersection design (Blue Hill Ave and Wellington Hill Ave) sidewalk design and street plantings; Construction fencing
Boston Zoning Board of Appeals (ZBA)	
Boston Landmarks Commission	Demolition of furniture store loading dock/ storage building which is over 50 years old.
Boston Transportation Department	Design review required for proposed traffic calming improvements to the corner of Blue Hill Ave and Wellington Hill Ave.
Massachusetts Bay Transportation Authority (MBTA)	Design review required for proposed bus stop improvements.
Boston Fire Department	Approval for fire detection, suppression and life/safety system design
Boston Water and Sewer	Approval for sewer, domestic water and storm drainage connections
Boston Department of Inspectional Services (ISD)	Compliance with MA State Building Code for issuance of building permit

1.3k - Construction Impact

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



Transportation Fact Sheet

1297 - 1305 Blue Hill Avenue

Redevelopment

Project Description

The proposed Project consists of the redevelopment of a surface parking lot at 1297-1305 Blue Hill Avenue in the Mattapan neighborhood of Boston. The 1297-1305 Blue Hill Avenue parcel currently serves as a parking lot used by customers of the adjacent property. The parking at this lot will no longer be available in the future to customers of the adjacent property. The proposed Project will repurpose this parking lot into a mixed-use development with on-site covered parking.

The proposed redevelopment will consist of a six-story building with 44 residential units, an open deck on the fifth floor, and 2,470 square feet (sf) of commercial space on the first-floor split across 3 units. Covered parking with 25 spaces and one loading space will be provided along with indoor bike parking. The at-grade parking lot will be accessed from Blue Hill Avenue. The existing curb cuts will be removed and shifted north to the new parking lot entrance/exit. A site location plan is provided in **Figure 1**.

Site Access

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

PEDESTRIANS

Pedestrian access to the commercial spaces will be provided by three entrances along Blue Hill Avenue. Pedestrian access to the residences will be provided by two entrances along Blue Hill Avenue and two entrances behind the building from the parking lot.

VEHICLES

Vehicular access to the covered parking will be on Blue Hill Avenue. The shifting of the curb cut will also shift any curb space currently used for on-street. There is also a bus shelter at the Blue Hill Avenue curb where MBTA buses can stop providing public transit access to the Project Site.

Trash removal will occur along the curb on Blue Hill Ave. Residents are to bring trash to a dedicated area in the western corner of the garage. Building management will then transfer it from the storage area to the curb for removal. Residential loading and service activity, such as move-in, and move-out, will utilize the one loading space at the northern end of the parking garage through reservations



Figure 1. *Site Location*





coordinated with management. Deliveries will take place via the main entrance along the curb on Blue Hill Ave.

BICYCLES

The proposed Project will provide 44 secure indoor bicycle storage spaces for residential users in the western corner of the parking garage. Additionally, there will be curbside bicycle racks for commercial use.

Modes of Transportation

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

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

Auto ownership, and therefore parking demand, is decreasing in the Mattapan neighborhood. According to the U.S. Census Bureau from data collected in 2012-2016, the Mattapan Census tract where the Project is located indicates that 22 percent of households in this census tract do not own a vehicle and that 53 percent of persons use an automobile to commute daily.

PUBLIC TRANSPORTATION

The Project is provided with excellent public transportation service as there is an MBTA bus stop shelter right at the site serviced by bus routes 28, 29, and 31. Additionally bus routes 21 and 26 can be accessed within a 10-minute walk north of the Project. Morton Street Station is also about a 10-minute walk providing access to the Fairmount Commuter Rail. South of the Project is the Mattapan Station, about an 18-minute walk from the Project. This station provides connection to the MBTA Red Line Mattapan Trolley and several additional bus connections. All public transportation access is shown in **Figure 3**.



Figure 2. *Proposed Ground Floor Plan*

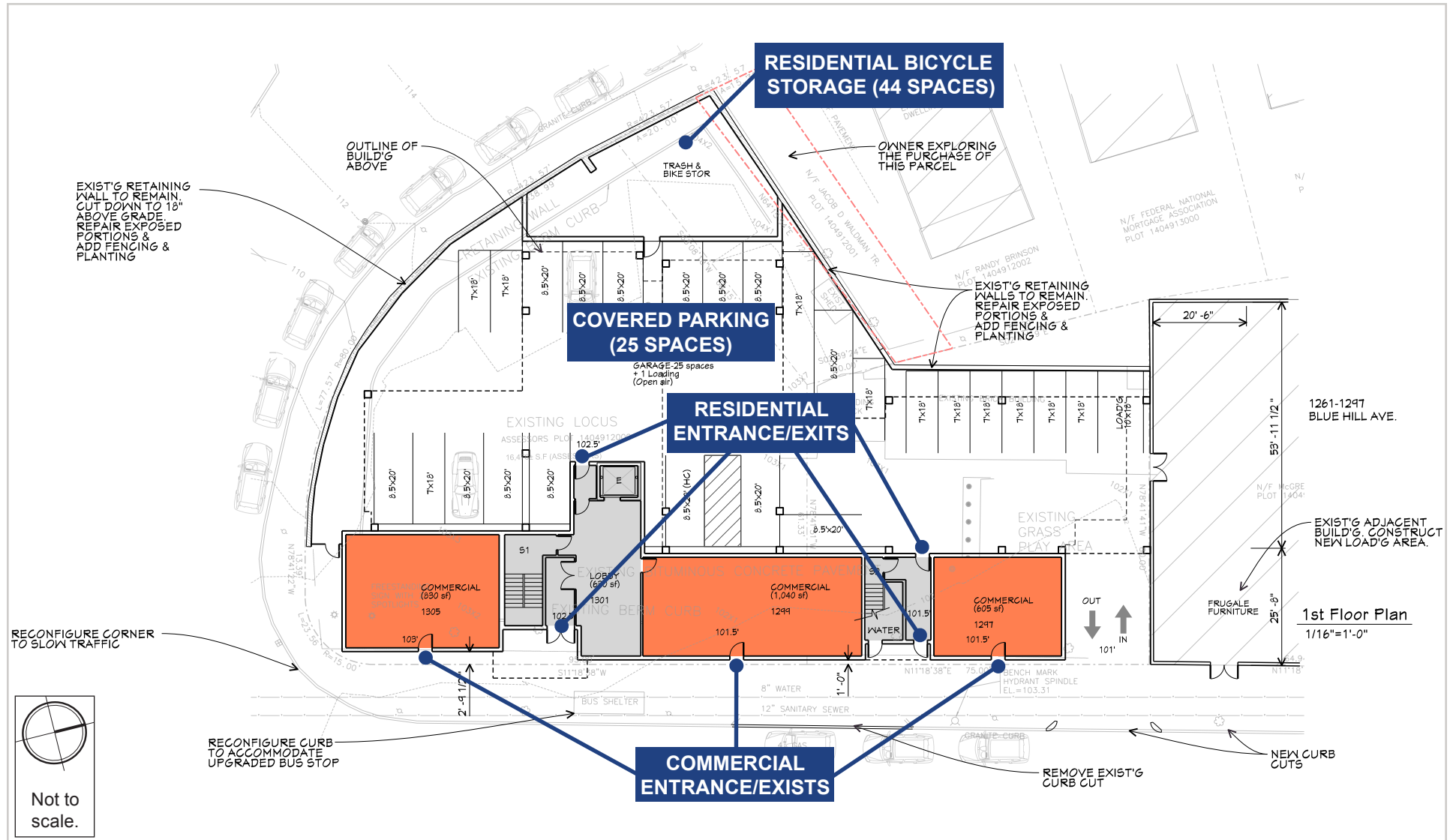
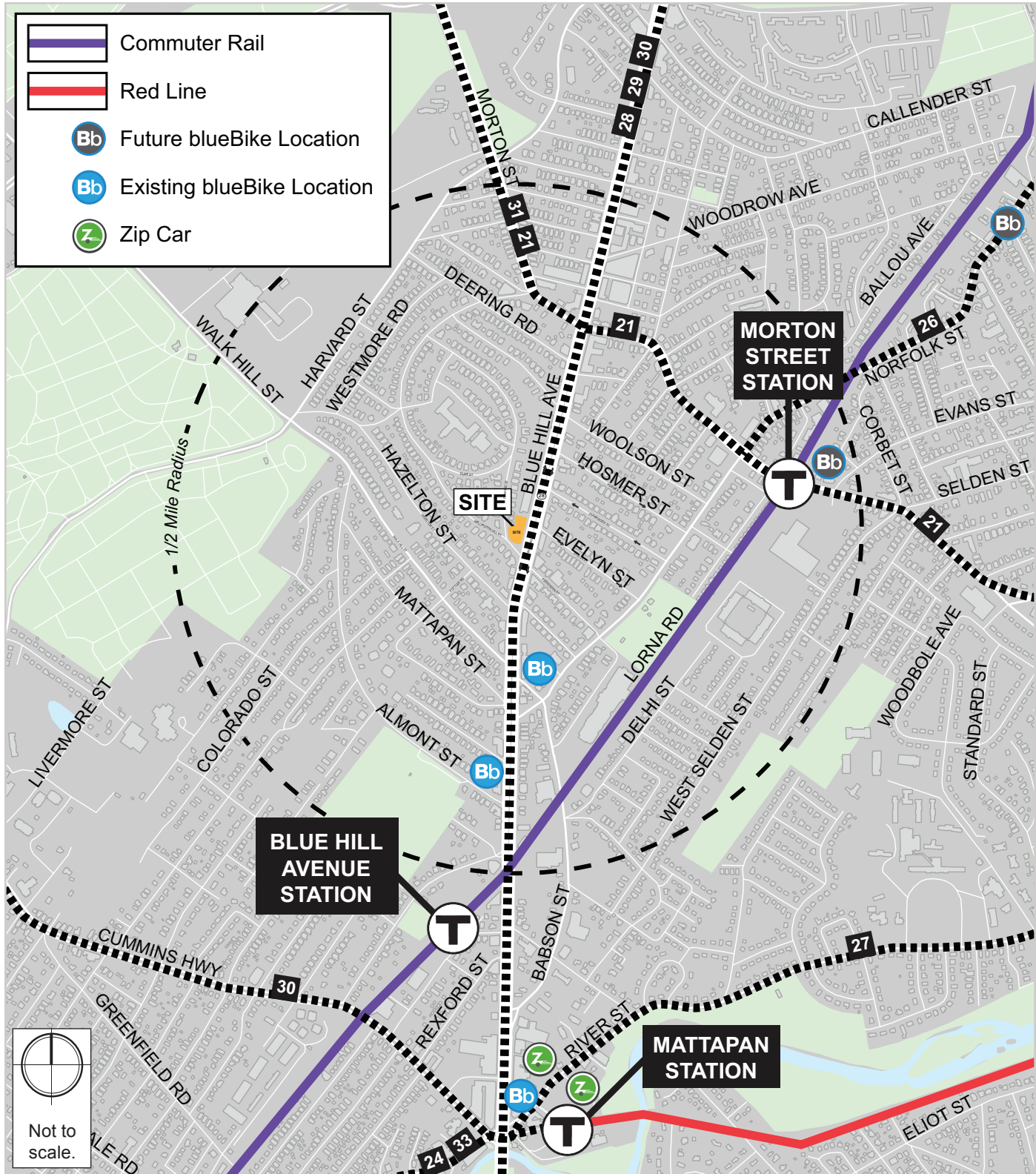




Figure 3. *Alternative Modes of Transportation*





BICYCLE AND CAR SHARE

Within a ½ mile walk from the Project site there are two Bluebikes Stations and an additional one coming soon next to Morton Street Station. There are also Zipcar locations south of the Project at Mattapan Station as shown in **Figure 3**.

PARKING

Supporting the decreasing trend in neighborhood auto ownership described above, the Project will provide 25 at-grade covered parking spaces for the proposed 44 residential units and commercial tenants. The resulting parking ratio would be approximately 0.57 spaces per residential unit.

Trip Generation

TRAVEL MODE SHARE

A travel mode share is the percentage of travelers using a particular type of transportation. As previously noted, the Project site is conveniently located in proximity to multiple modes of transportation including public transit, Bluebikes stations, and Zipcar locations. As is standard practice, specific neighborhood mode shares are used to estimate the number of new vehicle trips, transit trips, and walk/bicycle trips generated by the Project. According to the U.S. Census Bureau, 2012-2016 American Community Survey, 47 percent of the time, Mattapan residents in the census tract where the Project is located travel to work without the use of a car.

EXISTING SITE

It is standard practice to estimate existing trips (based on land use) and subtract those trips from the projected new future trips when assessing a site with existing and active land uses. The existing parking at this site serves the adjacent property, therefore trips to this lot are generated by that property. Under these conditions, there are no existing trips for the Project Site.

NEW LAND USES

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

- LUC 221 (Multifamily Housing Mid-Rise (3-10 floors)) – based on 44 units,
- LUC 820 (Shopping Center) – based on 2,470 square feet.

Table 1 shows vehicle trip generation for the proposed Project due to new land uses.



Table 1. Net New Vehicle Trip Generation

Time Period/Direction		New Project Vehicle Trips		
		Residential ¹	Retail/ Restaurant ²	Total New Trips
Daily	In	81	32	113
	Out	<u>81</u>	<u>32</u>	<u>113</u>
	Total	162	64	226
a.m. Peak Hour	In	3	1	4
	Out	<u>7</u>	<u>1</u>	<u>8</u>
	Total	10	2	12
p.m. Peak Hour	In	7	3	10
	Out	<u>5</u>	<u>3</u>	<u>8</u>
	Total	12	6	18

1. Based on 44 residential units.
 2. Based on 2,470 sf retail/restaurant space.

Summary

The proposed Project is expected to generate a small number of new vehicle trips due to the size of the Project. It is not exceptionally high due to the transit-oriented nature of the area in which the development falls, which exhibits high transit and walk mode shares. Therefore, the Project will have little impact on the surrounding transportation infrastructure as it reduces the vehicle trips by providing fewer parking spaces than the number of units.

While the traffic impacts related with the new trips are minimal, the Proponent will continue to work with the City of Boston to create a Project that efficiently serves the limited number of vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. The Proponent is prepared to take advantage of excellent public transit access in marketing the site to future residents, employees, and patrons by encouraging the use of non-vehicular modes of travel.

Article 80 – Accessibility Checklist

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

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

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

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

Accessibility Analysis Information Sources:

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

Glossary of Terms:

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

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

1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	Wellington at 1301		
Primary Project Address:	1297-1305 Blue Hill Avenue, Mattapan, MA		
Total Number of Phases/Buildings:	One		
Primary Contact (Name / Title / Company / Email / Phone):	John Pulgini, Esquire Pulgini & Norton, LLP 10 Forbes Road West, Suite 410 Braintree, MA 02184 JPulgini@pulginiandnorton.com 781.843.2200		
Owner / Developer:	1301 Wellington LLC Diarmaid McGregor, Principal		
Architect:	Rick Schmidt Architect, LLC		
Civil Engineer:	Develis Zrein Inc.		
Landscape Architect:	Develis Zrein Inc.		
Transportation Planners:	Howard Stein Hudson		
Permitting:	John Pulgini, Esquire Pulgini & Norton, LLP		
Construction Management:	T.B.D.		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	NO		
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			

What are the dimensions of the project?				
Site Area:	16,476 +/- SF	Building Area:	49,825 GSF	
Building Height:	FT.	Number of Stories:	6 Flrs.	
First Floor Elevation:	Varies from 101.0' to 103.0'	Is there below grade space:	No	
What is the Construction Type? (Select most appropriate type)				
Podium construction Type IA (1 st floor), Type IIIB (floors 2-6)	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
The project is mixed use. The first floor will have commercial space, the building lobby, parking and utility space. Floors 2-6 will be multifamily residential (apartments).	Residential – One- Three-Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	The project is mixed use. The first floor will have commercial space, the building lobby, parking and utility space.			
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	<p>The surrounding area is comprised of a mix of 3 ½ story apartment buildings and 1 and 2 story commercial structures along Blue Hill Avenue. The abutting 2-story building at 1261-1295 Blue Hill Avenue has Frugal Furniture and the Child Care Center as tenants. Mr. McGregor owns this property.</p> <p>The neighborhood on Wellington Hill Avenue and Ormond Street is comprised of wood-framed multi-family dwellings. No. 11 Ormond Street over 21' higher than the 1st floor of the proposed building. This neighborhood could be described as “hilly”.</p>			

<p>List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:</p>	<p>The site is within a ½-mile of the Morton Street commuter rail stop and just over a ½-mile from the Blue Hill Avenue commuter rail stop. The site is less than a mile from the Mattapan Square T stop on the red line. Bus lines provide additional access to the red line, orange line and commuter rail. The number 28, 29 and 30 buses run along Blue Hill Avenue directly in front of the site. The number 21 and 31 buses run along Morton Street with stops less than ½-mile from the site. See Howard Stein Hudson “transportation fact sheet”.</p>
<p>List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:</p>	<p><u>Health Care:</u> Mattapan Community Health Center is less than 1-mile from the site. The BU Medical Centre on Albany Street is less than 5-miles from the site. The Longwood Medical Area (BI Deaconess Hospital, B&W Hospital, Children’s Hospital, Dana Faber Cancer Centre) is less than 6-miles from the site.</p> <p><u>Public Housing:</u></p> <p><u>Educational Facilities:</u> The Young Achievers School (K-8) and the Mildred Avenue School (K-8) are less than ½-mile from the site. The Brook Charter School (K-12) is located on American Legion Highway in Mattapan less than 2-miles from the site. Boston Public High Schools are accessible by school bus and/or public transit. The closest public high schools are located in Dorchester and Roxbury.</p>
<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p><u>Libraries:</u> The Mattapan Branch of the Boston Public Library is less than ½-mile from the site.</p> <p><u>Community Centers:</u> The BCYF (Boston Center for Youth & Families) Mildred Avenue Community Center is located less than ½-mile from the site. The BCYF (Boston Center for Youth & Families) Gallivan Community Center is located less than 1.5-miles from the site.</p> <p><u>Recreational Facilities:</u> Franklin Field and Franklin Park are both located approximately 1-mile from the site.</p> <p><u>Police and Fire Stations:</u> The District B-3 Police Station on Blue Hill Avenue serves this neighborhood in Mattapan. Fire stations 52 on Blue Hill Avenue and 16 on Morton Street serve this neighborhood in Mattapan.</p>

<p>4. Surrounding Site Conditions – Existing:</p> <p><i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
<p>Is the development site within a historic district? <i>If yes</i>, identify which district:</p>	<p>No</p>
<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>N/A.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>The proposal is to replace the sidewalks abutting the site. Code compliant pedestrian ramps will be installed as part of this work.</p>
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>Yes. The proposed plan follows the complete street design criteria. “Neighborhood Main” criteria was applied to Blue Hill Avenue and “Neighborhood Residential” criteria was applied to Wellington Hill Avenue.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>All prevailing slopes are proposed to be under 5% and cross-slopes under 2%.</p> <p>The proposed frontage zone on Blue Hill Avenue is 4’, the pedestrian zone is 6-8’ and the green/furnishing zone is 2’.</p> <p>Rounding the corner to Wellington Hill Avenue the frontage and furnishing zone remains the same. The pedestrian zone increases to as much as 10’ at the proposed corner extension.</p> <p>Proceeding north on Wellington Hill Avenue the total sidewalk width is 7’ as there is no furnishing strip. A 2’ frontage zone and a 5’ pedestrian zone is proposed.</p> <p>Refer to site plan.</p>

List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	The proposed materials are cement concrete sidewalk for the Pedestrian and Frontage zones. Precast concrete pavers are proposed for the green/furnishing zone.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i> , what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	Yes, a café with outdoor seating is proposed at the corner of Blue Hill Avenue and Wellington Hill Avenue. The rough dimensions are 20' wide by 35' long. The intention is to have 3-5 tables with landscape planters used to buffer the seating area and the sidewalk. The proposed clearance varies from 7' on Blue Hill Avenue (at the tightest point) to 22' at the corner and to 14' on the Wellington Hill Avenue side.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	No.
Will any portion of the Project be going through the PIC? <i>If yes</i> , identify PIC actions and provide details.	Yes. The proposed corner reconfiguration at Blue Hill Avenue and Wellington Hill Avenue will require PIC approval as will the entrance marquee. Refer to drawings for further details.
6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	25 Parking spaces are proposed within the garage.
What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?	One code compliant accessible space is proposed. The space is sized to accommodate a van as required by 521 CMR 23.2.2.
Will any on-street accessible parking spaces be required? <i>If yes</i> , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No. N/A.
Where is the accessible visitor parking located?	In the garage.
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	No.

<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Flush.
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	Yes.
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	N/A.
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	44 Rental apartments.
<i>If a residential development, 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?</i>	All of the dwelling units are for rent. Based on discussion with BPDA staff in the prefile meetings, it was determined that 6 IDP units will be required. The remaining 38 units will be market rate.
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	There will be three Group 2 accessible units proposed and designated on the floor plans. Refer to drawing AR1.2.
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	All three Group 2 accessible units will be designated as IDP units.
<i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i>	N/A.
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes, provide reason.</i>	No.
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes, describe:</i>	Yes. The building will have an elevator to provide access to each floor.

9. Community Impact:

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.

<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>Yes. Sidewalks will be rebuilt in accordance with Boston Complete Streets. Landscaping will be added, the bus stop in front of the building will be rebuilt in accordance with current MBTA requirements and the corner of Blue Hill Avenue and Wellington Hill Avenue will be rebuilt to calm traffic.</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>The proposed corner café and other proposed commercial spaces will be accessible. The roof decks on the 2nd and 4th floors will comply with 521 CMR MAAB accessibility requirements.</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>Not at this time. The commercial spaces will be fit-up when tenants sign leases. Required restrooms will comply with 521 CMR MAAB accessibility requirements.</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>Yes. The proposal was reviewed in the BPDA prefile meetings.</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.</p>

10. Attachments

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.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. **Refer to drawings AR1.1-AR1.3.**

Provide a diagram of the accessible route connections through the site, including distances. **Refer to drawings AR1.1-AR1.3.**

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **Refer to drawings AR1.1-AR1.3.**

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **Refer to drawings AR1.1-AR1.3.**

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. **N/A**

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

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

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

Architectural Access staff can be reached at:

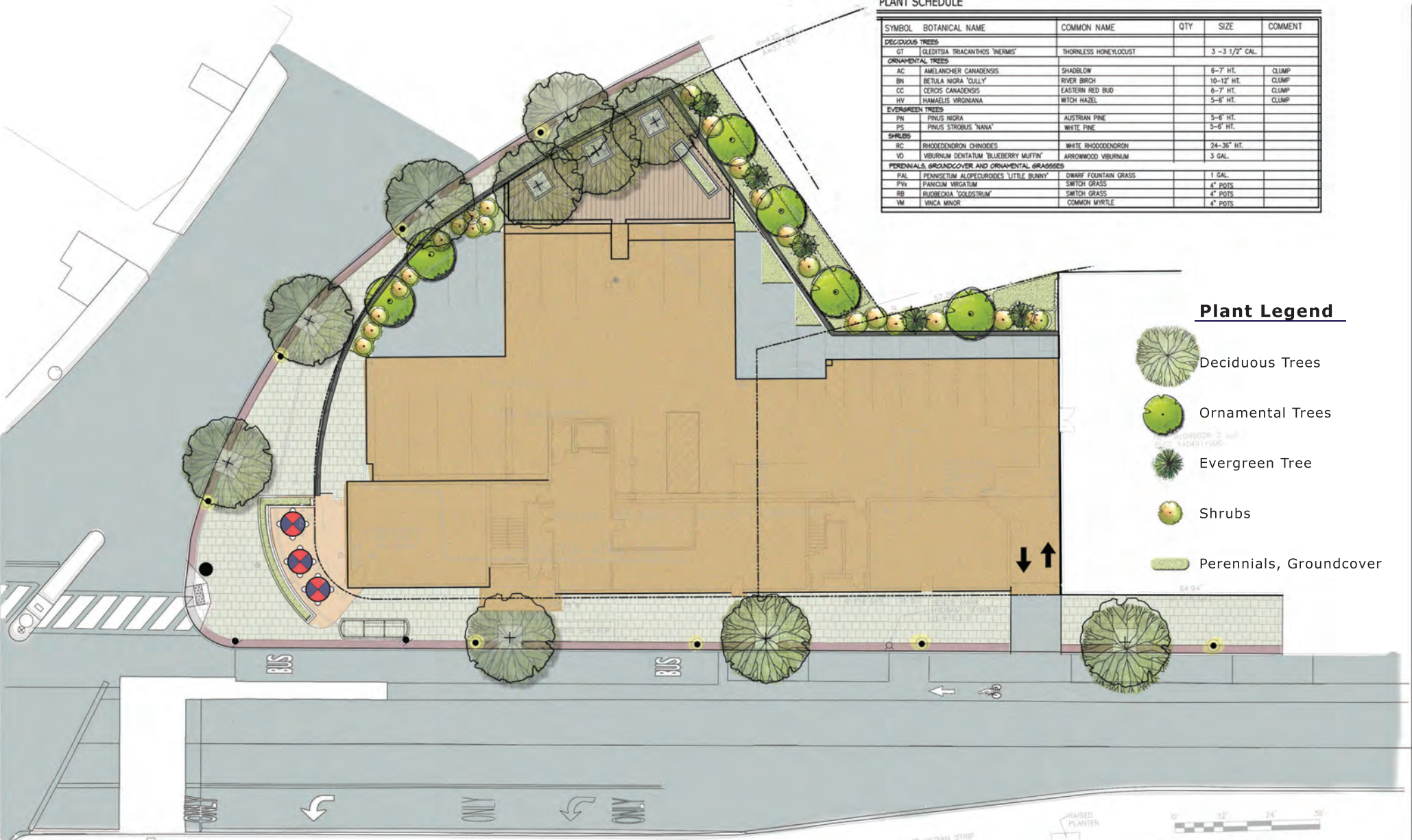
accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE	COMMENT
DECIDUOUS TREES					
GT	QLEDITSA TRIACANTHOS 'INERMIS'	THORNLESS HONEYLOCUST		3 -3 1/2' CAL.	
ORNAMENTAL TREES					
AC	AMELANCHER CANADENSIS	SHADBLOW		6-7' HT.	CLUMP
BN	BETULA NIGRA 'LULLY'	RIVER BIRCH		10-12' HT.	CLUMP
CC	CERIS CANADENSIS	EASTERN RED BUD		6-7' HT.	CLUMP
HV	HAMMELIS VIRGINIANA	WITCH HAZEL		5-6' HT.	CLUMP
EVERGREEN TREES					
PN	PNUS NIGRA	AUSTRIAN PINE		5-6' HT.	
PS	PNUS STROBUS 'NANA'	WHITE PINE		5-6' HT.	
SHRUBS					
RC	RHOODENDRON CHINODES	WHITE RHOODENDRON		24-36" HT.	
VD	VEURNUM DENTATUM 'BLUEBERRY MUFFIN'	ARROWWOOD 'VEURNUM'		3 GAL.	
PERENNIALS, GROUNDCOVER AND ORNAMENTAL GRASSES					
PAL	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	DMAR FOUNTAIN GRASS		1 GAL.	
PKX	PANCIUM VIRGATUM	SWITCH GRASS		4" POTS	
RB	RUDBECKIA 'GOLDSTRUM'	SWITCH GRASS		4" POTS	
VM	VINCA MINOR	COMMON MYRTLE		4" POTS	

Plant Legend

-  Deciduous Trees
-  Ornamental Trees
-  Evergreen Tree
-  Shrubs
-  Perennials, Groundcover



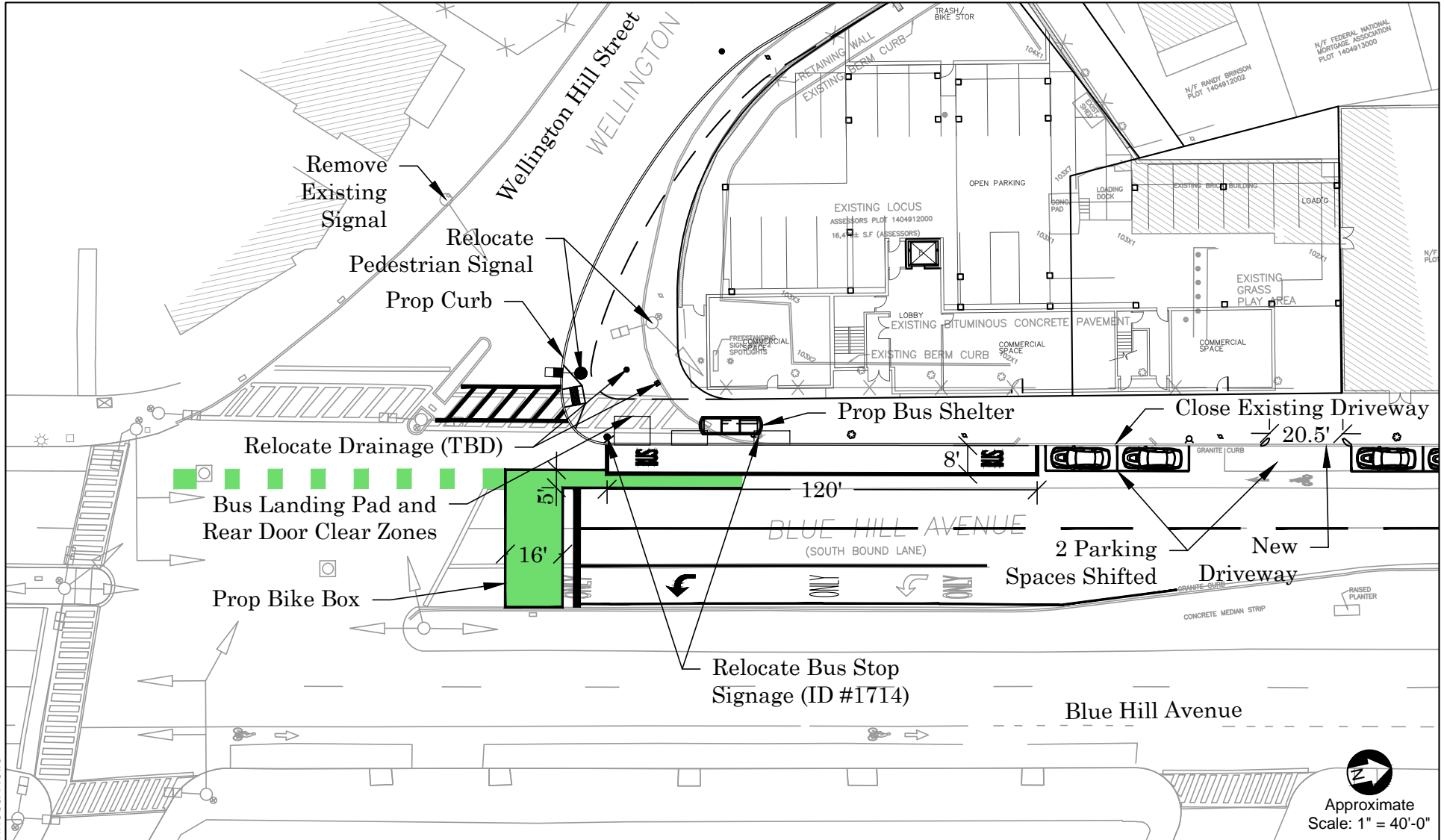
1303 Blue Hill Ave.

Mattapan. MA

15 March 2019

DZI Site Planning Civil Engineering Landscape Architecture
 Po Box 307
 Foxborough, MA
 508-473-4114 phone
 devellis@zrein.com
DeVellis Zrein Inc.

Figure 1. *Curb Extension - Near Side Bus Stop*



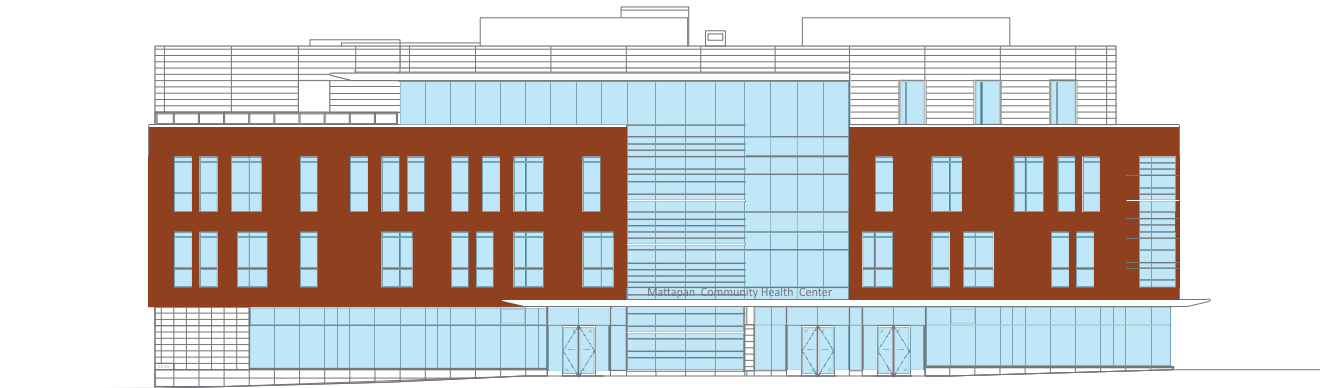
3/12/2019 L:\18162\CONCEPT\Final Version.dwg
Vanessa Kello



Blue Hill Avenue Elevation (East)
1/8"=1'-0"



Blue Hill Avenue Elevation (East)
1/8"=1'-0"



Blue Hill Avenue Elevation (East)
1/8"=1'-0"

SCALE COMPARISON BETWEEN WELLINGTON AT 1301 and THE MATTAPAN COMMUNITY HEALTH CENTER

Notes



Foot

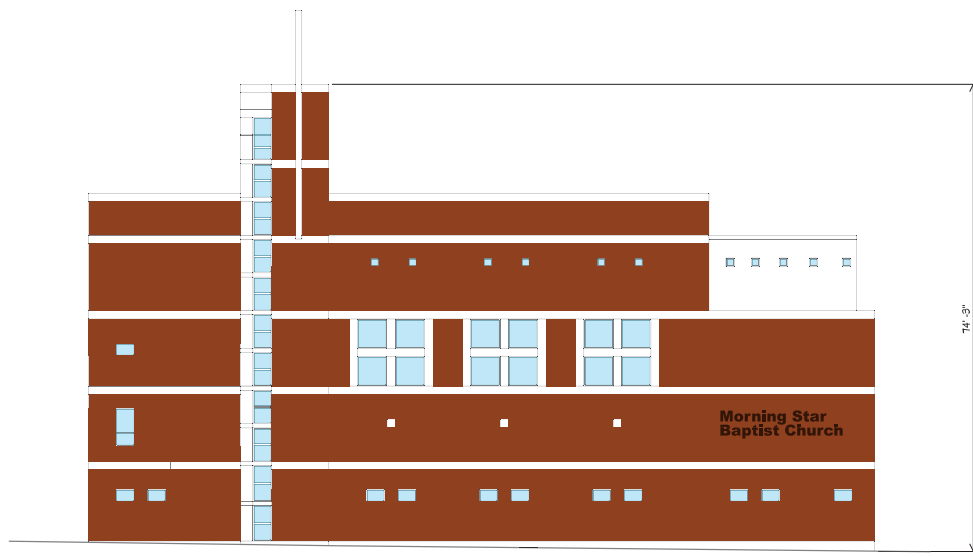
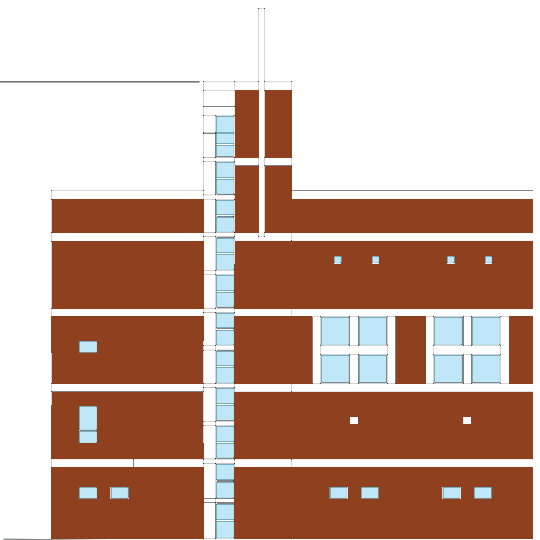
WELLINGTON at 1301
PROPOSED NEW
MIXED-USE APARTMENT
BUILDING
1299-1305 BLUE HILL AVE.
MATTAPAN, MA

Scale	As noted	Commission No.	1001
Date	28 MAR 16	Issue	Art 50 Small Project

Elevation Comparison
A.6



Blue Hill Avenue Comparative Elevation



Morning Star Baptist Church - 1257 Blue Hill Avenue

SCALE COMPARISON BETWEEN WELLINGTON AT 1301 and THE MORNING STAR BAPTIST CHURCH

