1950 Washington Street

Roxbury (Boston), Massachusetts

Mixed-Use Residential / Commercial Development **April 5, 2018**

Small Project Review Application

Submitted pursuant to Article 80E of the Boston Zoning Code

Submitted to:

Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Massachusetts 02201

Submitted by:

1950 Washington Street LLC

Community Development Corp. of Boston, Inc.
27 School Street, Suite 301
Boston, MA 02108

Timothy Long
901 East Broadway
South Boston, MA 02127

Prepared by:

Mitchell L. Fischman ("MLF") Consulting LLC
41 Brush Hill Road
Newton, Massachusetts 02461

In Association with:

RCA, LLC
McKenzie & Associates, PC
Howard Stein Hudson
BSC Group
Environmental & Energy Solutions

MLF
CONSULTING LLC
Mitchell L. Fischman Consulting LLC
41 Brush Hill Road
Newton, MA 02461

April 5, 2018

Mr. Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: Gary Webster, Project Manager

RE: Small Project Review Application ("SPRA")
Proposed Mixed-Use Residential / Commercial Development
1950 Washington Street, Roxbury

Dear Director Golden:

On behalf of 1950 Washington Street LLC (the "Proponent"), as developer of 10,479 square feet of real property located at 1936-1948 Washington Street and 1926-1928 Washington Street, Roxbury (the "Project Site"). We are pleased to submit this Small Project Review Application ("SPRA") to the Boston Planning and Development Agency ("BPDA") in accordance with the Article 80E Small Project Review Requirements of the Boston Zoning Code.

The proposal is for a new, mixed-use development that will supply much-needed additional housing and ground floor commercial uses to the Roxbury neighborhood, resulting in approximately 48,552 gross square feet of floor area including 31 residential units (43,222 gsf), approximately 4,500 gsf of ground floor restaurant / retail space, approximately 800 gsf of office space at the ground floor rear along Thorndike Street, and 21 garage covered parking spaces. The design will combine striking, contemporary architecture with the preservation of the existing building at 1936-1948 Washington Street to further the ongoing redevelopment of Roxbury's Washington Street corridor (the "Proposed Project")

The Proposed Project will exceed the 20,000 square foot size threshold of Article 80E for a project within a Boston neighborhood, and therefore requires filings pursuant to Small Project Review requirements.

In support of the Article 80 Small Project Review process, the Proponent has conducted, and continues to conduct, community outreach with neighbors and abutters of the site, including meetings and discussions with elected representatives and other officials. The Proponent has also made a presentation organized by a representative from the Mayor's Office of Neighborhood Services to residents of the surrounding neighborhood.

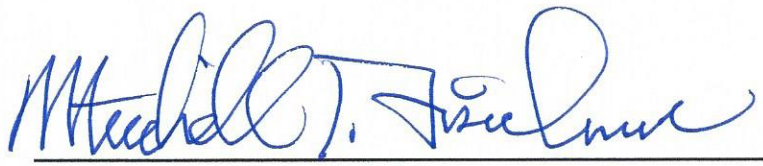
On behalf of the entire project team, we would like to thank you and the BPDA staff assigned to the 1950 Washington Street Project, particularly the Project Manager, Gary Webster, and the reviewing BPDA Urban Designer, Michael Cannizzo, for their invaluable assistance to date in assisting the development team in shaping the Proposed Project and in completing this comprehensive SPRA filing.

We believe that the Proposed Project will constitute a significant positive addition to the Roxbury neighborhood, by revitalizing this underutilized site with much-needed new housing in an attractive and thoughtfully designed building. We look forward to continuing the Small Project Review process and advancing the Proposed Project through public review with the cooperation of the BPDA, other City officials, and the Roxbury community.

In accordance with BPDA requirements, please find attached eight (8) copies of the SPRA plus an electronic SPRA file that can be uploaded to the BPDA's online portal for public review.

Very truly yours,

MITCHELL L. FISCHMAN CONSULTING LLC



Mitchell L. Fischman, Principal

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application ("SPRA") is being submitted by 1950 Washington Street LLC (the "Proponent") in accordance with Article 80, Section 80E, of the Boston Zoning Code ("the Code"). The Proponent is excited to propose 1950 Washington Street – a new, mixed-use development (the "Project") that includes 1936-1948 Washington Street and 1926-1928 Washington Street, located at the corner of Washington and Thorndike Streets in Roxbury (the "Site"). The Project will supply much-needed additional housing to the Roxbury neighborhood, and it will combine striking, contemporary architecture with the preservation of the existing building at 1936-1948 Washington Street to further the ongoing redevelopment of Roxbury's Washington Street corridor.

The Site, which is approximately 10,479 square feet in area, presently contains a four-story building along Washington Street with a one-story adjacent metal building used for car parking and storage and a one-story brick building at the rear. In total, the Project area will result in approximately 48,552 gross square feet of floor area including 31 residential units (43,222 gsf), approximately 4,500 gsf of ground floor restaurant / retail space, and approximately 800 gsf of office space at the ground floor rear along Thorndike Street. The Project's visual point of emphasis will be a modern, six-story component to the two-story addition on the existing four-story building at the corner of Washington and Thorndike Streets. At the ground-floor level, it will feature a prominent and attractive, high-ceiling, restaurant that will bring more pedestrian activity to this part of Washington Street.

The Project will contain 31 units including 6-studios and 25-two-bedroom units with accessory interior surface parking for 21 mechanical lift spaces accessed from the existing Washington Street curb-cut and driveway along with racks for 31 bicycles. The Site offers excellent transit access to downtown Boston: it is within a 5-10 minute walk to Ruggles Station Orange Line MBTA station. In addition, bus service along Washington Street's Silver Line connects the Project's residents to downtown.

The Project will comply with the Mayor's Inclusionary Development Policy (IDP) regarding affordable housing.

1.2 Proposed Project

1.2.1 Project Site and Context

The Project parcel contains a total lot size of 10, 479 Square Feet. The Site currently contains an existing masonry-façade, four-story building at 1936-1948 Washington Street, with 5,560 square feet of space which will be fully renovated, and will have a two-story addition added to the top of the existing building as well as a headhouse for a common roof deck. An existing one-story, pre-fabricated steel frame garage addition constructed in the 1990's will be demolished, and a new

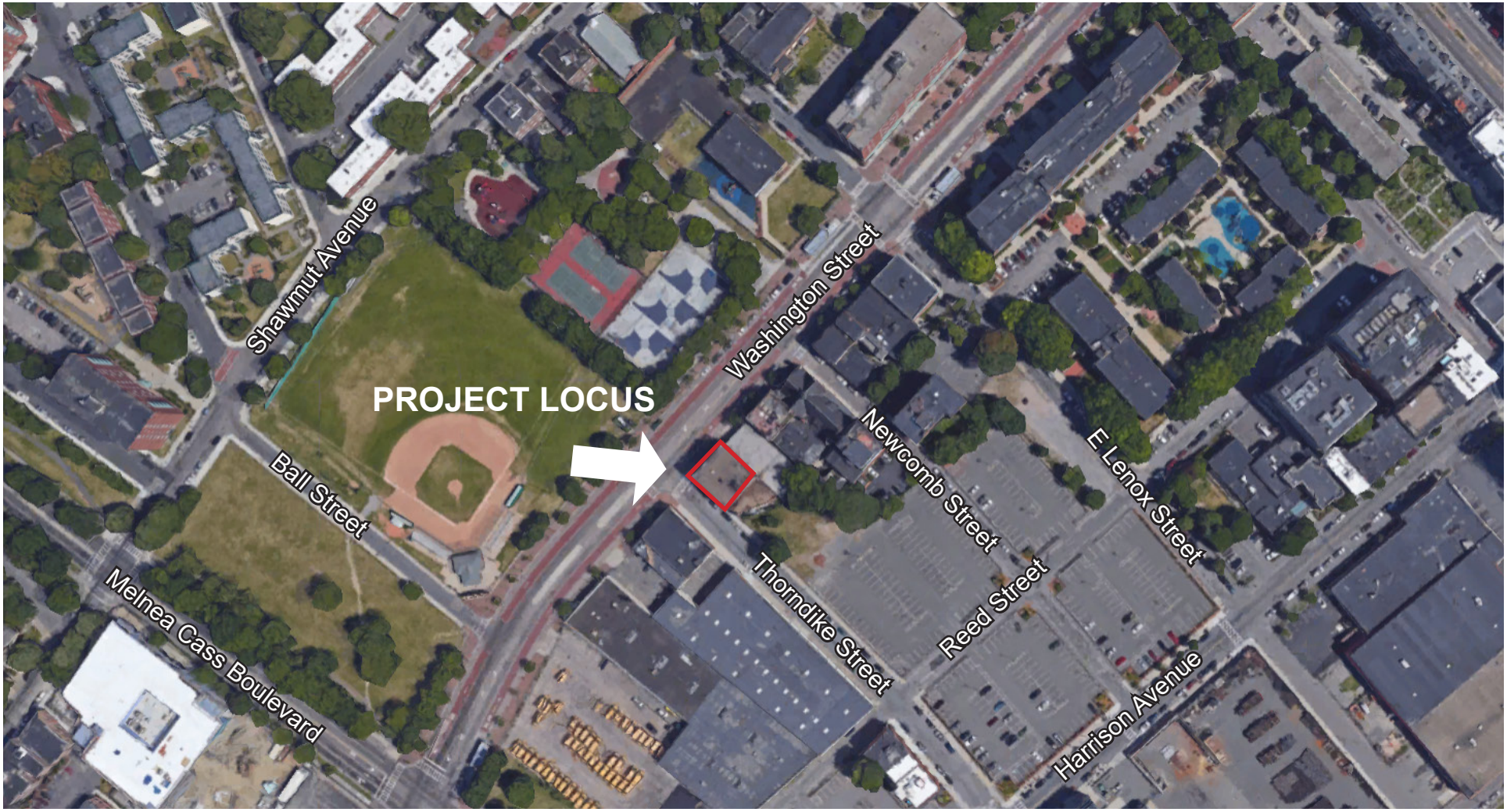
six-story building will be built on the same footprint as the existing one-story garage. Historically, the existing property was improved with a variety of commercial buildings dating back to at least 1887 according to Phase I Environmental Property Assessment completed in 2017. The site sits across from the City of Boston Ramsey Park and Playground as well as the Cooper Community Center. See **Figures 1-1** thru **1-6** for project locus and photographs of existing site and context.

The Stormwater Management System will be designed to infiltrate the roof stormwater runoff into the ground in accordance with BWSC and DEP policy. Erosion and sediment controls will be implemented during construction.

The property is mapped by the Federal Emergency Management Agency as a Flood Zone X which is determined to be outside of the 1% chance of flooding

1.2.2 Project Description

The proposed mixed-use residential development at 1950 Washington Street will consist of thirty-one (31) residential units and ground floor restaurant and office space. Most of the residences will have private decks attached to the units and all the residence will have access to the common roof space. The Project consists of both the renovation of an existing four-story structure and construction of a new six-story addition. Together, the Project buildings will include thirty-one (31) residential units, with a total of 50 bedrooms, 4,500 gsf of ground floor commercial space, 21 garage parking spaces, and covered storage for 31 bicycles rack. The preliminary unit breakdown is for ten (10) two-bedroom duplexes, fifteen (15) two-bedroom units and six (6) studio units. The garage parking spaces will be accessed from Washington Street from an existing curb-cut that will be used for access into the new parking garage. Most of the residences will have private decks attached to the units and all the residence will have access to the common roof space



1950 Washington Street

Figure 1-1 Project Locus

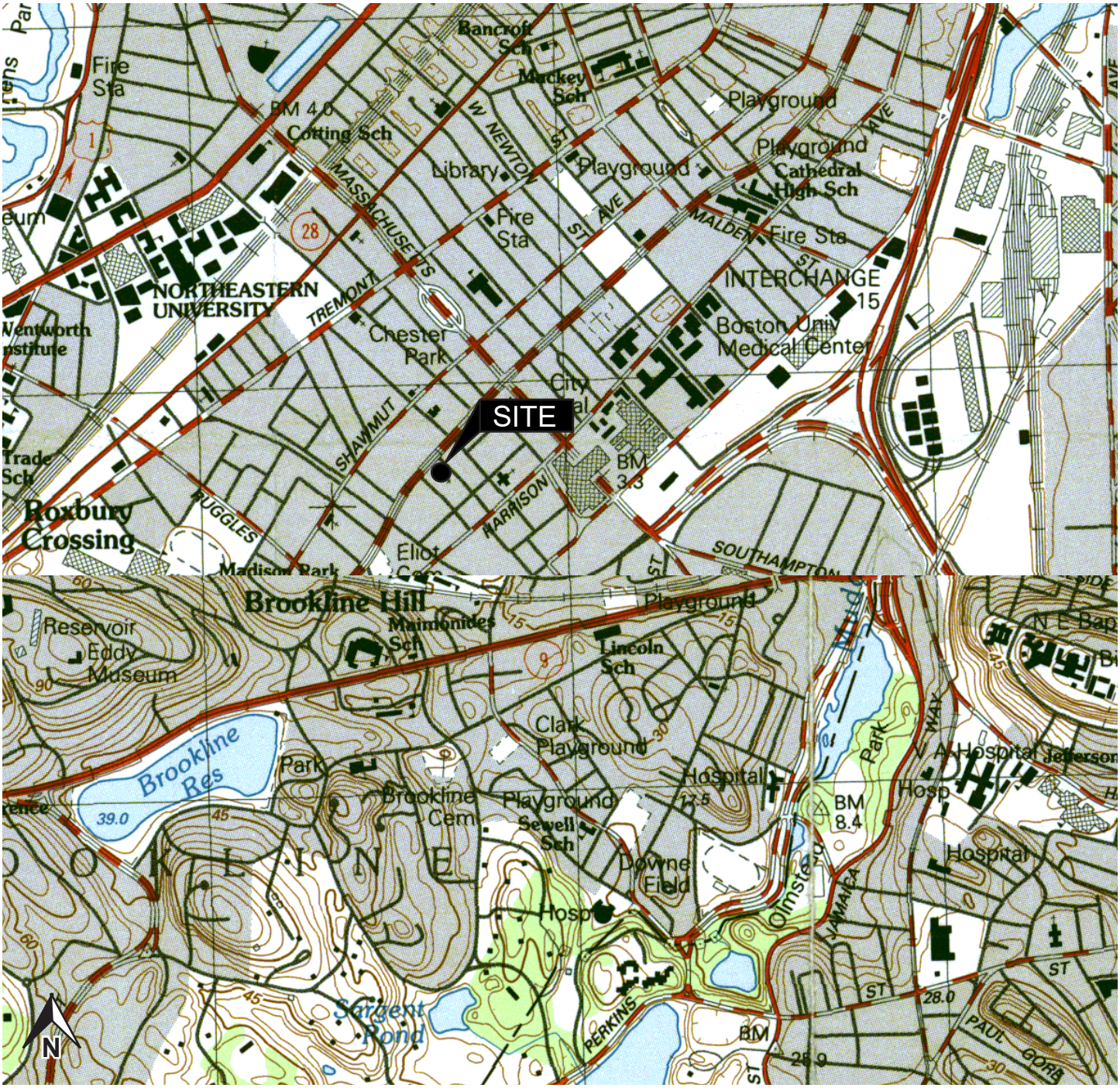


Figure 1-2 USGS Map
1950 Washington Street

Figure 1-3 Neighborhood Context - Photographs

View of Existing 1938-1946 Washington Street Building

View of 1938-1946 Washington St and Adjacent 1926-1928 Washington St

Figure 1-4 Neighborhood Context - Photographs

View of Rear of 1938-1946 Washington St from Thorndike St

View of Intersection of Washington and Thorndike Streets

Figure 1-5 Neighborhood Context - Photographs

View of COB's Ramsey Playground from Site

View From Existing Site of Nearby Hotel at Melnea Cass Blvd and Washington St

Figure 1-6 Neighborhood Context - Photographs

Adjacent Building and Church along Washington Street to Newcomb Street

View of 8-Story Building along Washington St next to Ramsey Plgd

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 Project Proponent

The 1950 Washington Street Proponent is the Community Development Corporation ("CDC") of Boston, Inc. The CDC of Boston is a stand-alone CDC that is not affiliated with any particular neighborhood or neighborhood group. It was established in 1969 as a by-product of the federal Model Cities Program. Its goal is to provide quality housing for the people of Boston as well as fulfill the role of helping the people living on the margin advance through job opportunities and work force training. To this end, the CDC of Boston in the 1980s developed an assembly plant for Digital Equipment Corporation which brought hundreds of jobs to the area.

The CDC has been a part of the development team for the One Lincoln Place Building in downtown Boston and is an investor in the Melnea Partners, LLC that is constructing a hotel on Melnea Cass Boulevard in Roxbury, and has been instrumental in the development of the Morgan Memorial Goodwill Center building on Harrison Avenue in Roxbury. Additionally, CDC developed a building at 801 Albany Street in Boston that was used by Boston University Medical and Dental Schools for laboratory space. That space was also used by "City Lab", a non-profit that taught Boston High School students how to work in state of the art laboratory space as they pursued careers in the physical sciences.

The CDC most recent purchase is an eleven-unit apartment building on Columbia Road in Dorchester that it leases to the Pine Street Inn which houses people that have been homeless and may have had substance abuse and or mental challenges. With the assistance of one of the counselors, the tenants of this building are able to live independently.

CDC has formed a single purpose entity known as 1950 Washington Street, LLC which will hold title to the project.

2.1.2 Development Team

Table 2-1 1950 Washington Street - Project and Team Information	
Project Name	1950 Washington Street, Roxbury
Project Location	1936-1948 Washington Street and 1926-1928 Washington Street, located at the corner of Washington and Thorndike Streets in the Roxbury neighborhood
Property Owner	The Project Site is owned by 1950 Washington Street LLC
Project Proponent / Developer	**1950 Washington Street LLC** Community Development Corporation of Boston, Inc. 27 School St, Suite 301 Boston, MA 02108 Tel: 617 442-2114 Contact: James S. Dilday, President
Senior Managing Partner	**Tim Long** 901 East Broadway So. Boston, MA 02127 Tel: 617-947-7008 tim@timlongboston.com
Architect	**RCA, LLC** 415 Neponset Avenue, Suite 2 Dorchester, MA 02122 Tel: 617-282-0039 Contact: Christopher Drew, Principal Designer Tel: 617-282-0039 cdrew@roche-christopher.com

Environmental Consultant	**Environmental & Energy** 22 Industrial Boulevard Hanson, MA 02341 Tel: 781-982-9929 Contact: Joseph F. Dorsett, Jr., President
Permitting Consultant	**Mitchell L. Fischman ("MLF") Consulting LLC** 41 Brush Hill Road Newton, MA 02461 Tel: 781-760-1726 Website: http://www.bostonpermitting.com Contact: Mitchell L. Fischman, Principal
Transportation Planner/ Traffic Engineer	**Howard Stein Hudson** 11 Beacon Street Suite 1010 Boston, MA 02108 Tel: 617-482-7080 Website: http://www.hshassoc.com Contacts: Guy Busa gbusa@hshassociates.com Michael Littman mlittman@hshassociates.com
Legal	**McKenzie & Associates, PC** 183 State Street, Suite 6 Boston. MA 02109 Tel: 617-723-0400 Contact: Joseph Feaster, Esq. jfeaster@mckenzielawpc.com
Civil Engineer	**LVR Corporation** 88 Foundry St Wakefield, MA 01880 Contact: Lawrence Roy, P.E., President Tel: 781-245-9888 x14 larry@lvrcorp.com

Estimated Construction Commencement	3rd Quarter 2018
Estimated Construction Completion	1st Quarter 2020
Approximate Construction Cost	$11 Million
Status of Project Design	Schematic

2.2 Public Benefits

The Project will result in a number of public benefits for the Washington Street and Roxbury community, as well as for the city of Boston. These benefits include:

- 1950 Washington Street LLC has agreed to fund the Boston United Track and Cross-Country Club in Dorchester ("Boston United") for the next five years. The club is open to all Boston residents between the ages of 6 and 14. Boston United's goal is to promote, teach and support youth track and field, and long distance running in the Greater Boston Area. Boston United works in conjunction with local community groups, parents, schools and the global track and field community, and trains at the Melnea Cass Center. Please see **Figure 2-1** for photos of Boston United Track and Cross-Country Club users.
- Creating much-needed new housing;
- Improving the existing streetscape by providing active new restaurant/ use along Washington Street;
- Restoring and revitalizing the character of the existing four-story building along Washington Street;
- Furthering Washington Street's community planning and zoning objectives;
- Providing additional property tax revenue to the city; and
- Creating construction-related employment opportunities.

Figure 2-1 Boston United Track and Cross-Country Club Users

2.3 Regulatory Controls and Permits

2.3.1 Zoning District

Map 6C of the Boston Zoning Maps indicates that the Project Site is located within the New Market IDA ("IDA") subdistrict established by the Roxbury Neighborhood District, Article 50 of the Boston Zoning Code (the "Code"). Washington Street is identified in Article 50 as being within a Boulevard Planning District and the Restricted Parking Overlay District.

2.3.2 Project Uses

The Project's principal use, multifamily residential housing, is an allowed use within the IDA Subdistrict. The Project's restaurant component for the corner of Washington and Thorndike Streets is an allowed use as are the possible retail and office uses at this location. Accessory parking is an allowed use within the IDA Subdistrict.

2.3.3 Applicable Dimensional Regulations

The Project will conform to the dimensional regulations of the Code as follows:

Dimensional Regulation	**As-of-Right Condition in the Roxbury IDA Subdistrict**	**Proposed Condition (site-wide avg. or max., as applicable)**	**Zoning Relief Required**
Minimum Lot Size	NONE	10,479 gsf	**NONE**
Minimum Lot Area per Dwelling Unit	NONE	N/A	**N/A**
Minimum Lot Width	NONE	99.67 ft	**NONE**
Minimum Frontage	NONE	99.67 ft	**NONE**
Maximum Floor Area Ratio (FAR)	2.0 FAR	4.63 FAR	**VARIANCE**
Maximum Building Height	65 ft	6-stories / 65 ft- 73 ft	**VARIANCE**

Dimensional Regulation	As-of-Right Condition in the Roxbury IDA Subdistrict	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Required
Minimum Usable Open Space per Dwelling Unit	50 sq. ft.	117.67 sq. ft. per unit; 3,648 total sq. ft.	**NONE**
Minimum Front Yard	NONE	0 ft	**NONE**
Minimum Side Yard	NONE	0 ft / 3ft	**NONE**
Minimum Rear Yard	12 ft	6 ft	**VARIANCE**
Minimum Number of Parking Spaces	31 spaces (1.0 Per Unit)	21 Spaces	**VARIANCE (number and inadequate maneuvering area; 11 spaces are by means of a car-lift)**
Minimum Number of Loading Spaces	1.0	None	**VARIANCE**

2.3.4 Parking and Loading

The proposed thirty-one (31) residential units containing fifty-six (56) bedrooms will have twenty-one (21) parking spaces in the ground level garage. The garage entry will be accessed from the existing curb-cut along Washington Street.

Because the Project's off-street parking does not conform to the ratio of 1.0 space per residential unit set out in the Zoning Code, relief will be required from the Board of Appeal for this aspect of the Project.

The Project will not include a dedicated loading bay. Trash and recyclables will be stored within the building or within a confined area of the rear yard and wheeled to Thorndike Street to minimize congestion on Washington Street. Residential move-in/move-out activity will occur either from Washington Street by temporary occupancy permit through the City or within the driveway off Washington Street.

2.3.5 Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
Local Agencies	
Boston Planning and Development Agency	Article 80 Small Project Application Review
Boston Public Safety Commission Committee on Licenses	Garage License, Flammable Fuels
Boston Parks Commission	Project within 100 feet of Land Subject to Parks Commission Review
Boston Transportation Department	Construction Management Plan
Boston Department of Public Works Public Improvements Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Permit for Street Opening
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Approval for Sewer and Water and Connections; Construction Site Dewatering; and Storm Drainage
Boston Board of Appeal	Variances, Zoning Relief, as Required
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits; Demolition Permit

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

2.4 Public Review Process

The Proponent has met with various neighborhood groups and other stakeholders about the Project. The Roxbury community has expressed great interest in the Project and has given helpful feedback on the proposed program and preliminary design. The Proponent's development team will continue to reach out to and attend meetings with the City, neighborhood, and community and business leaders regarding the Project during the Article 80 review process.

3.0 DESIGN COMPONENT

The Project will significantly enhance the existing character of the Site and neighborhood by renovating the existing four-story structure and preserving the facade of existing building, and adding a two story addition. The project will also include building a six-story addition to the side of the building which will consist of a mixed-use Pbuilding. In total, the Project will be comprised of 31 residential units with ground floor parking, and restaurant/retail and office space as an option. The new building, with a maximum height of 65 feet to the roof and approximately 73 feet to the top of the headhouse, which will be setback from both Washington and Thorndike Streets. The proposed building height and massing appropriately fit within the surrounding neighborhood.

Discussion of design elements for the proposed new building is provided in the sections below, and is illustrated on the plans, perspectives, and photographs that are included at the end of the Design Component (see **Figures 3-1** through **3-18).**

3.1 Site Context

The 1936 through 1948 Washington Street parcels lie on the corner of Washingotn Street and Thorndike Streets. The Site offers excellent transit access to downtown Boston. It is within a 5-10 minute walk to Ruggles Station Orange Line MBTA station. In addition, bus service along Washington Street's MBTA Silver Line connects the Project's residents to downtown Boston.

This neighborhood corridor is characterized by a range of building types at different scales, with a mix of residential, commercial, and institutional uses and a range of architectural styles and materials.

3.2 Building Program

The Project's development program will include approximately 4,500 square feet of ground level restaurant space, one residential lobby, 21 space covered parking garage at the ground floor, and 31 residential apartments. The total blended (i.e., site-wide) FAR is 4.63, which represents approximately 48,552 gross square feet of floor area as defined by the Zoning Code. Building mechanical spaces will be housed in the basement and on the roof. The program also includes a common outdoor space for building residents on the roof, and a series of private outdoor decks attached to a majority of the units.

3.3 Design Concept

The Project's urban design goal is to significantly enhance this Roxbury mixed-used corridor along Washington Street by creating a pedestrian friendly environment and providing new housing, a ground floor restaurant space, parking, and useable outdoor space. The design concept aims to infill the Site with a structure that is in scale with the mixed-use street wall found on Washington and is consistent with the character of the neighborhood. The Project acknowledges the importance of the corner condition of the Site, appropriately scaled to relate to existing buildings on the street, and creates an architectural element that marks the corner with a new restuarant space and highlights the introduction of new construction

coexisting with the urban fabric of the larger block. The design enhances the distinct character of the existing buildings along Washington and Thorndike Streets, with new construction stepping back from these structures to minimize the visibility of the main portion of the additional two-story building.

The Project's six-story corner volume will be clad in masonry to relate to the existing buildings. It will likley feature a glassy restuarant space at the first floor anchoring the corner and relating to the new restaurant space at neighboring Washington Street.

The Project's residential entrance is located along Washington Street. While access to the residential parking will be from Washington Street, loading and trash pickup will occur along Thorndike Street, to minimize commercial truck traffic on Washington Street.

The Project's design integrates the building with the scale and materiality of existing neighborhood structures and the forthcoming buildings at 1936 - 1948 Washington Street. While careful restoration of the existing facades of the Washington and Thorndike Street structure will reinforce the character of the neighborhood, a more contemporary architectural language and materials will be deployed to provide dialogue between old and new.

3.4 Height and Massing

The massing of the Project has been designed to maintain the scale of the existing Washington Street structures by placing a six-story volume at the corner of Washington and Thorndike Streets with a large parapet wall to scale the building back as it relates to the new six-story addition in place of the existing one-story garage structure.

3.5 Facade Design, Fenestration, and Building Materials

The facade and fenestration concept for the Project is intended to differentiate between the renovation and new construction. The facades of the existing Washington and Thorndike Streets building will receive historically appropriate windows, along with appropriate lighting, trim, cornices, gutters, downspouts, etc. New construction will conversely utilize larger and more modern windows, cladding materials, and details to create contrast and dialog between old and new. The six-story volume will be masonry clad to relate to the existing structure, albeit detailed in a more contemporary way. The façade concept on the new six-story addition will differ from the older 1950 Washington Street building so it will appear to be two separate buildings.

3.6 Exterior Signage and Lighting

The Project will allow for the integration of appropriately scaled restuarant signage above the restuarant entrance. Building address signage will be incorporated at the residential entrance. Any necessary exterior way finding signage related to the garage entrance and adjacent mechanical and trash rooms will be designed to be compatible with exterior building materials and the graphic identity of the Project.

Exterior lighting, where used, will be primarily indirect LED lighting to illuminate building entrances, ground surfaces, and pedestrian pathways, with particular attention paid to limiting ambient light on site. The developer will refurbish the existing exterior sign projecting from the buildingand will replace with the address or name of the development.

3.7 Site Design

3.7.1 Open Space and Landscaped Areas

The corner of the Project will align with the main volumes of the flanking buildings along Washington Street which will allow space for sidewalk café seating along the restaurant storefront. The residential entrance along Washington Street will be recessed to allow for ease of access, with the building façade of the six-story volume angled to promote visibility from Washington Street.

3.7.2 Pedestrian Circulation

The Project's design has taken special care in locating the tenant's 31-bicycle rack storage area. This area will be located adjacent to the residential lobby, providing direct access to secure bicycle parking. Tenants who park in the garage will also have direct access to the lobby. The restaurant/retail tenant will be able to access trash rooms and dumpster locations directly through the garage.

3.7.3 Parking and Vehicular Circulation

Automobiles will access the parking garage from Washington Street. Trash pick up and building loading will occur off Thorndike Street to minimize commercial truck traffic on Washington Street.

3.8 Sustainable Design

Sustainability informs every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources. The Proponent is working to minimize energy use as much as possible by evaluating every possible efficiency measure.

3.9 Shadows

3.9.1 Introduction

The following shadow study describes and graphically depicts anticipated new shadow impacts from the Project compared to shadows from existing buildings. The study presents the existing and built conditions for the proposed Project for the hours 9:00 AM, 12:00 Noon, and 3:00 PM for the vernal equinox, summer solstice, autumnal equinox, and winter solstice. In addition, shadows are depicted for 6:00 PM during the summer solstice and autumnal equinox.

3.9.2 Vernal Equinox (March 21)

Figures 3-19 depict shadows on March 21.

At 9:00 AM, shadows are cast to the northwest onto Washington Street and onto a small portion of the front of Ramsey Playground along the Washington Street sidewalk.

At 12:00 Noon, new shadow is cast onto the sidewalk area in front of the building along Washington Street.

At 3:00 PM, new shadow extends onto the rooftop of the adjoining building along Washington Street.

At 6:00 PM, new shadow extends further onto the rooftops of the adjoining buildings along Washington Street.

3.9.3 Summer Solstice (June 21)

Figures 3-20 depict shadow impacts on June 21.

At 9:00 AM, new shadow is limited to the sidewalk along Washington Street in front of the building.

At 12:00 Noon, new shadow is cast onto a portion of the sidewalk area in front of the building along Washington Street.

At 3:00 PM, new shadow extends onto the rooftop of the adjoining building along Washington Street.

At 6:00 PM, new shadow extends further onto the rooftops of the adjoining buildings along Washington Street.

3.9.4 Autumnal Equinox (September 21)

Figures 3-21 depict shadow impacts on September 23.

At 9:00 AM, shadows are cast onto Washington Street to the northwest and onto a small portion of the front of Ramsey Playground along the Washington Street sidewalk.

At 12:00 Noon, new shadow is cast onto the sidewalk area in front of the building along Washington Street.

At 3:00 PM, new shadow extends onto the rooftop of the adjoining building along Washington Street.

At 6:00 PM, new shadow extends further onto the rooftops of the adjoining buildings along Washington Street.

3.9.5 Winter Solstice (December 21)

Figures 3-22 depict shadow impacts on December 21. Winter sun casts the longest shadows of the year.

At 9:00 AM, new shadow is cast on Ramsey Park to the northwest across Washington Street.

At 12:00 Noon, new shadow is limited to the sidewalk area in front of the building along Washington Street with some extension into the street area itself.

At 3:00 PM, new shadow extends onto the rooftop of the adjoining building along Washington Street.

At 6:00 PM, new shadow extends further onto the rooftops of the adjoining buildings along Washington Street.

3.9.6 Summary

The proposed height of 6-floors does generate shadows in the winter, but the impacts are generally not extensive during the spring through the fall since most of the shadow is generally limited to the Washington Street sidewalk and a small portion of the roadway itself. Overall, the Project's shadow impacts will be consistent with current patterns and will not adversely impact the Project site and surroundings.

3.10 Response to Article 80- Accessibility Guidelines

See **Appendix A.**

3.11 Design Submission, Project Drawings, and Shadow Diagrams

Figures 3-1 through **3-22** that follows more fully illustrate the design

Figure 3-1 Existing Conditions Plan
Figure 3-2 Certified Plot Plan
Figure 3-3 Proposed Landscape Plan
Figure 3-4 Proposed First Floor Plan
Figure 3-5 Proposed Basement and Second Floor Plan
Figure 3-6 Proposed Third, Fourth, and Fifth Floor Plan
Figure 3-7 Proposed Building Section
Figure 3-8 Proposed Elevation Facing Washington Street
Figure 3-9 Proposed Elevation Facing Thorndike Street
Figure 3-10 Proposed Elevation Facing 1914 Washington Street
Figure 3-11 Proposed Elevation Facing Rear of Building
Figure 3-12 Eye-Level Perspective I from Corner of Washington and Thorndike Street
Figure 3-13 Eye-Level Perspective II from Corner of Washington and Thorndike Streets
Figure 3-14 Eye-Level Perspective I from Thorndike Street at Rear of Proposed Building
Figure 3-15 Eye-Level Perspective II from Thorndike Street at Rear of Proposed Building
Figure 3-16 Additional Illustrative Sketch I Along Washington Street
Figure 3-17 Additional Illustrative Sketch II Along Washington Street
Figure 3-18 Additional Illustrative Sketch Along Thorndike Street
Figure 3-19 Equinox- March 21 Shadows
Figure 3-20 Solstice- June 21 Shadows
Figure 3-21 Equinox- September 23 Shadows
Figure 3-22 Solstice- December 21 Shadows

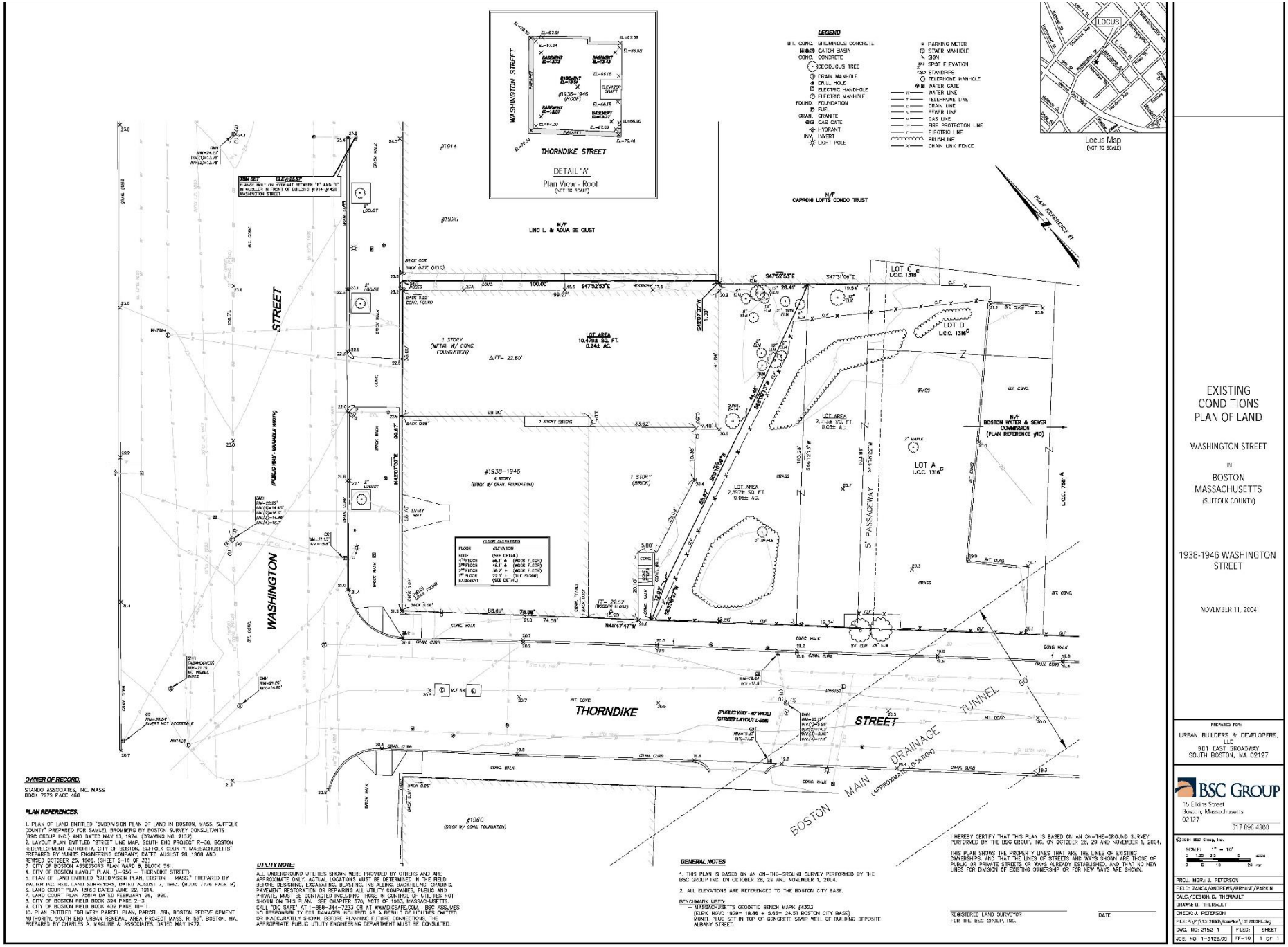


Figure 3-1. Existing Conditions Plan

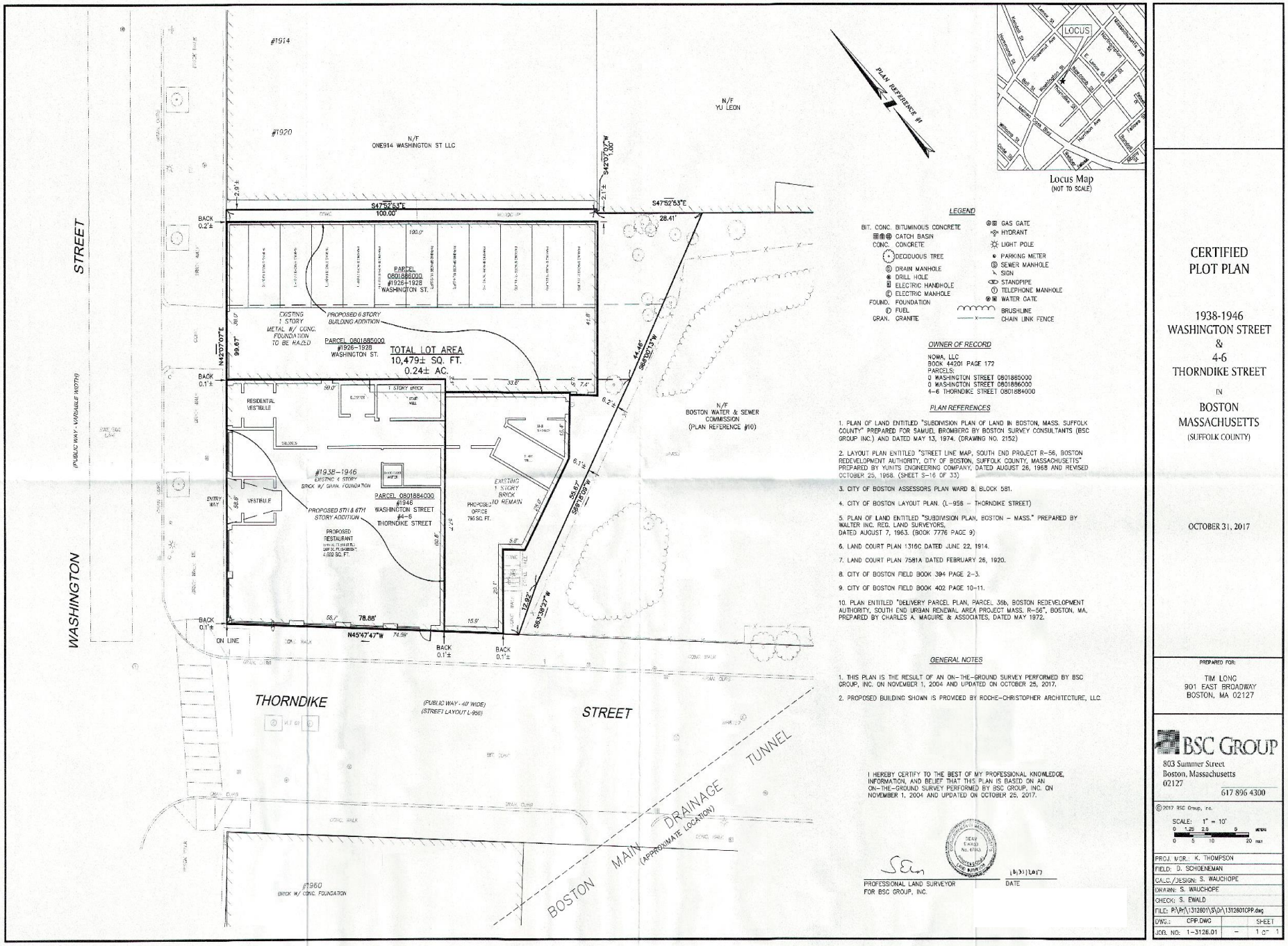
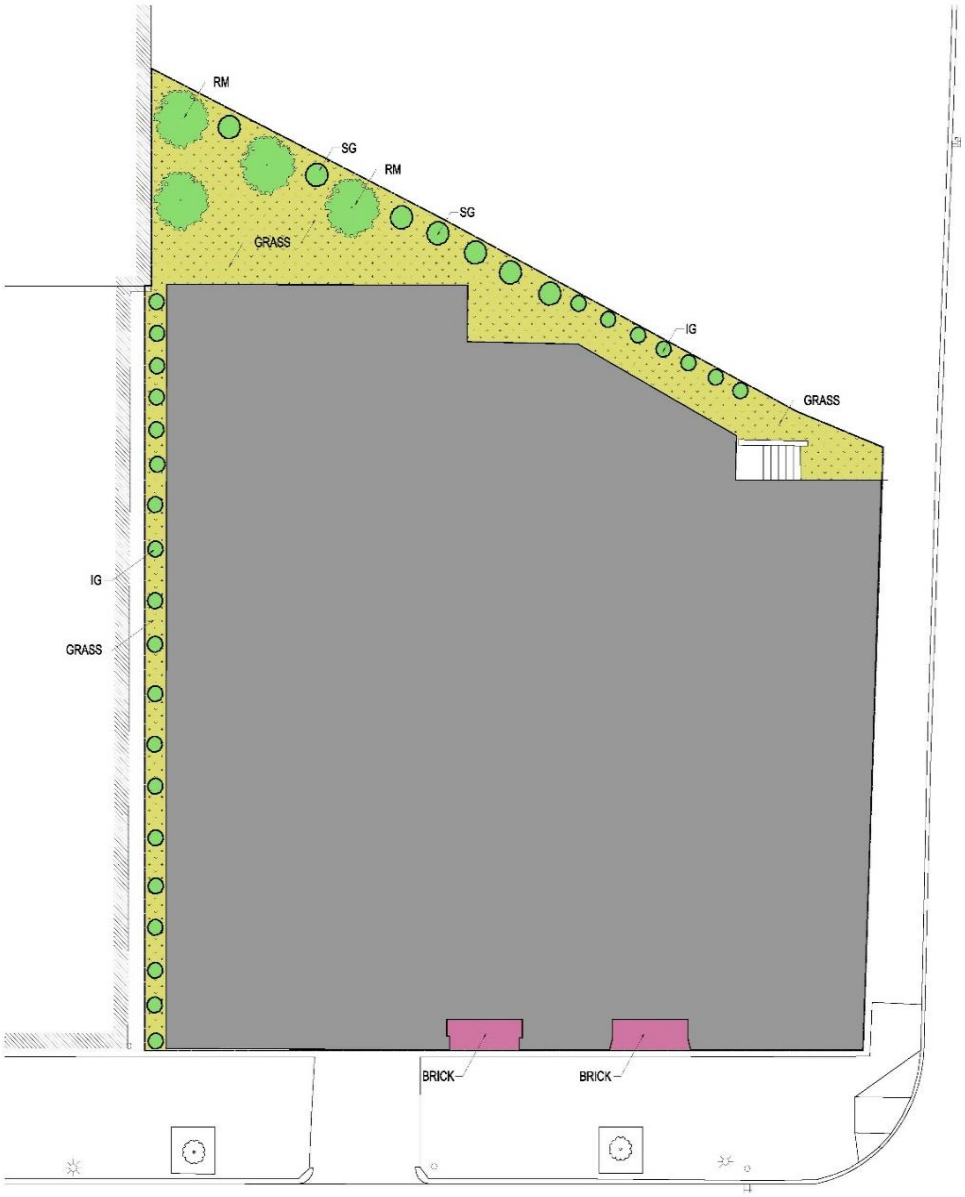


Figure 3-2. Certified Plot Plan



RCA, LLC

PLANT MATERIAL LIST						
SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARKS
TREES						
RM	4	RED MAPLE		8 - 0'	-	
SHRUBS						
IG	26	ILEX GALABRA	INK BERRY	2 - 3'	-	
SG	7	JUNIPER	SEA GREEN	3'-0"	-	
GROUND COVER						
		GROUND COVER				
		GRASS				
		BRICK WALKWAY				
		PAVEMENT				

GENERAL NOTE:

VERIFY AND CONFIRM ALL CONDITIONS AND/OR DIMENSIONS SHOWN PRIOR TO COMMENCING CONSTRUCTION OR ORDERING MATERIALS. NOTIFY ARCHITECT OF ANY INCONSISTENCIES FOR REVIEW AND APPROVAL BEFORE PROCEEDING WITH CONSTRUCTION.

Figure 3-3. Proposed Landscape Plan

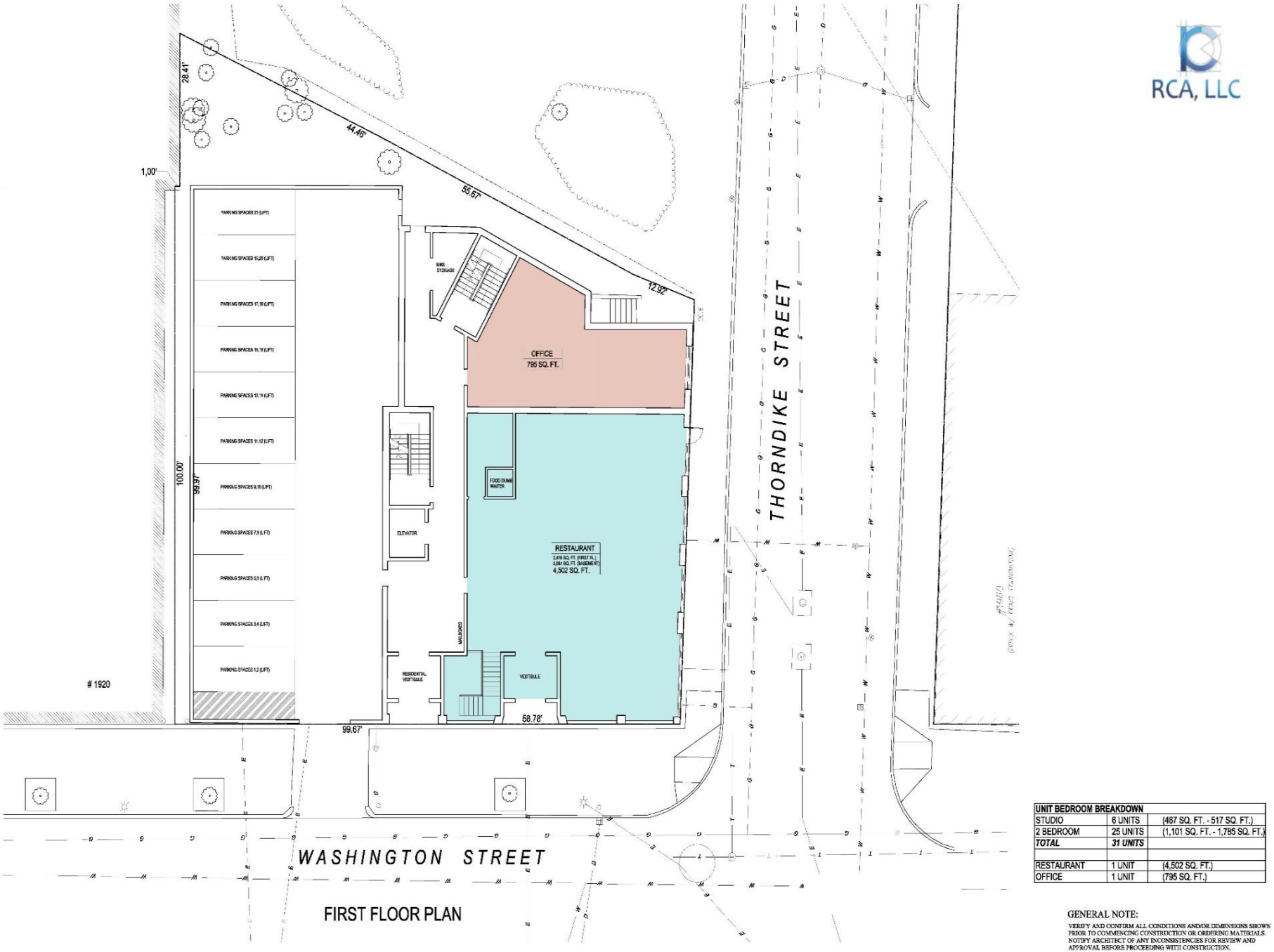
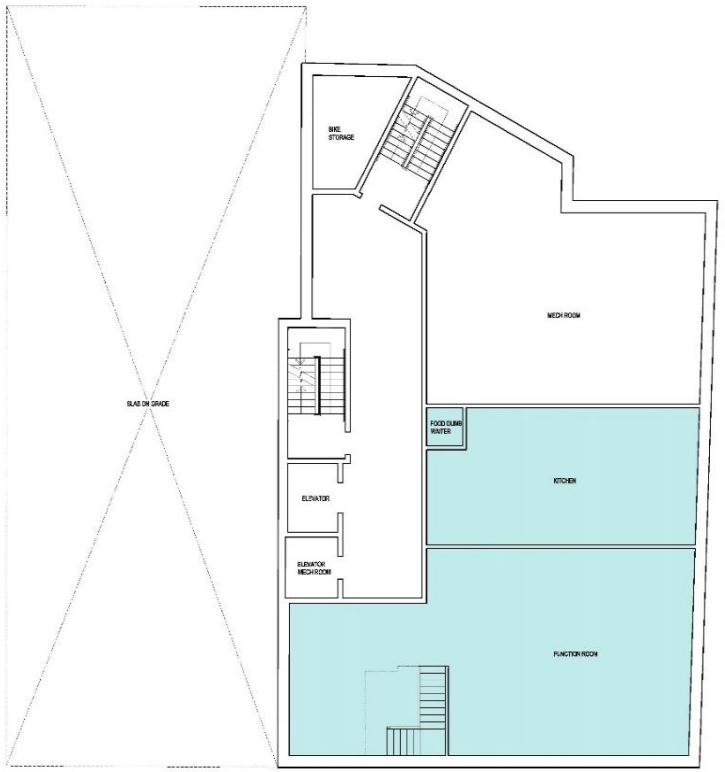


Figure 3-4. Proposed First Floor Plan

RCA, LLC

SECOND FLOOR PLAN



BASEMENT PLAN

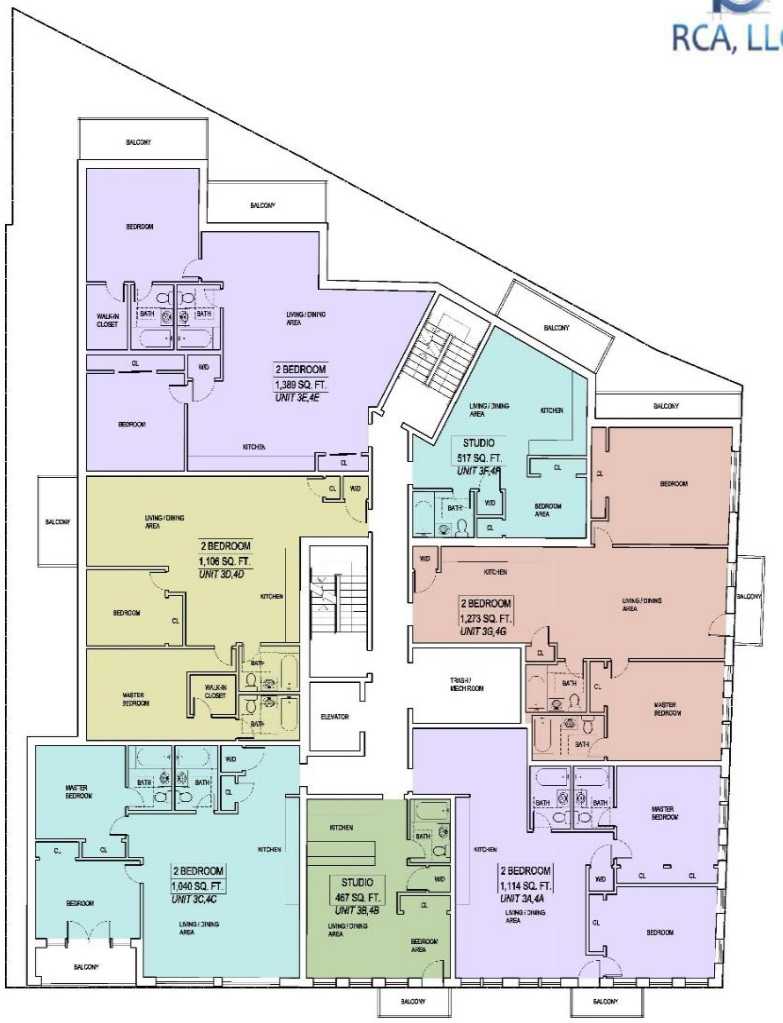
UNIT BEDROOM BREAKDOWN		
STUDIO	6 UNITS	(467 SQ. FT. - 517 SQ. FT.)
2 BEDROOM	25 UNITS	(1,101 SQ. FT. - 1,785 SQ. FT.)
TOTAL	***31 UNITS***	
RESTAURANT	1 UNIT	(4,502 SQ. FT.)
OFFICE	1 UNIT	(795 SQ. FT.)

GENERAL NOTE:

VERIFY AND CONFIRM ALL CONDITIONS AND/OR DIMENSIONS SHOWN PRIOR TO COMMENCING CONSTRUCTION OR ORDERING MATERIALS. NOTIFY ARCHITECT OF ANY INCONSISTENCIES FOR REVIEW AND APPROVAL BEFORE PROCEEDING WITH CONSTRUCTION.

Figure 3-5. Proposed Basement and Second Floor Plan

FIFTH FLOOR PLAN



THIRD & FOURTH FLOOR PLAN

UNIT BEDROOM BREAKDOWN		
STUDIO	6 UNITS	(467 SQ. FT. - 517 SQ. FT.)
2 BEDROOM	25 UNITS	(1,101 SQ. FT. - 1,785 SQ. FT.)
TOTAL	***31 UNITS***	
RESTAURANT	1 UNIT	(4,502 SQ. FT.)
OFFICE	1 UNIT	(795 SQ. FT.)

GENERAL NOTE:

VERIFY AND CONFIRM ALL CONDITIONS AND/OR DIMENSIONS SHOWN PRIOR TO COMMENCING CONSTRUCTION OR ORDERING MATERIALS. NOTIFY ARCHITECT OF ANY INCONSISTENCIES FOR REVIEW AND APPROVAL BEFORE PROCEEDING WITH CONSTRUCTION.

Figure 3-6. Proposed Third, Fourth, and Fifth Floor Plan

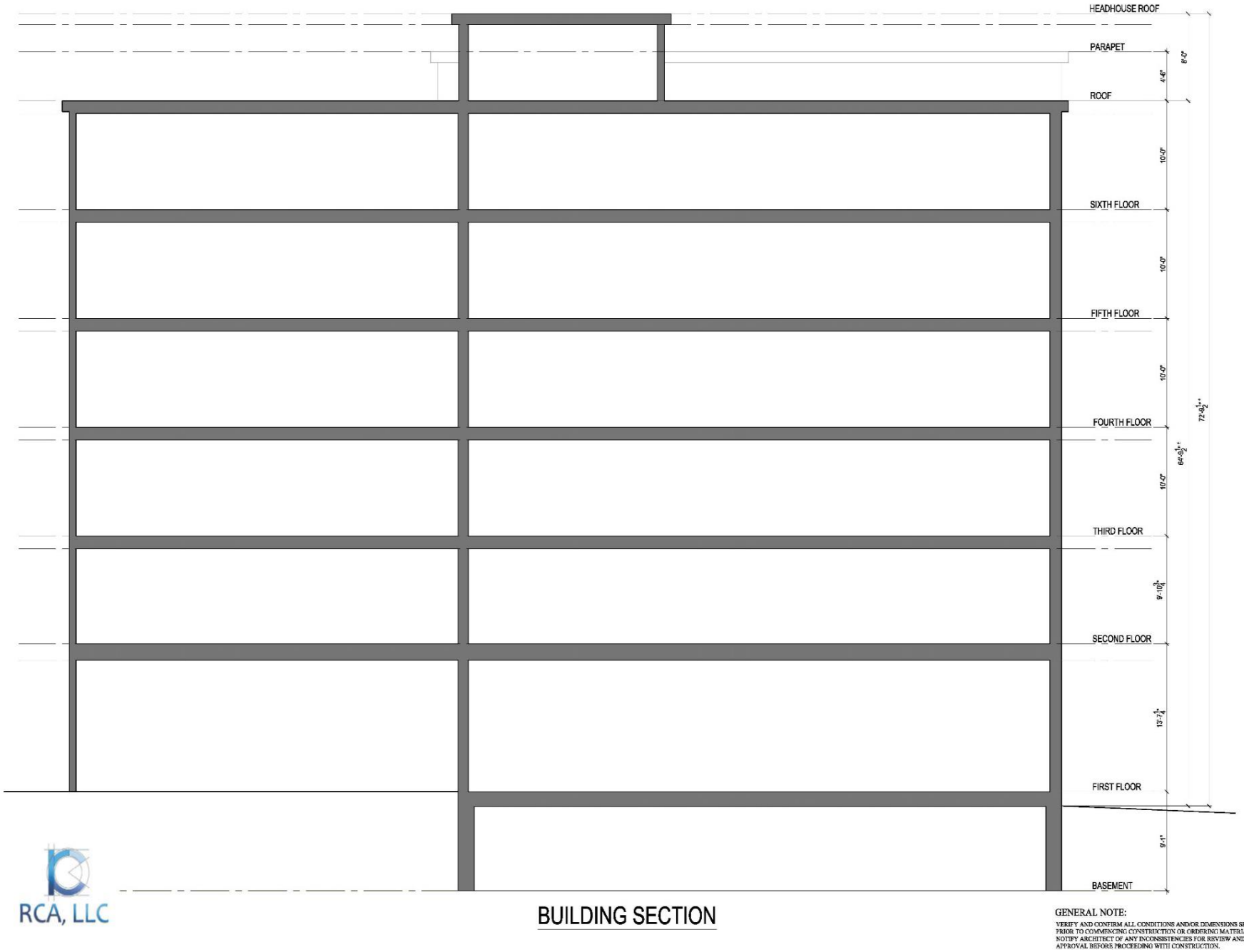


Figure 3-7. Proposed Building Section

Figure 3-8. Proposed Elevation Facing Washington Street

ELEVATION -2

(FACING THORNDIKE STREET)

RCA, LLC

GENERAL NOTE:

VERIFY AND CONFIRM ALL CONDITIONS AND/OR DIMENSIONS SHOWN PRIOR TO COMMENCING CONSTRUCTION OR ORDERING MATERIALS. NOTIFY ARCHITECT OF ANY INCONSISTENCIES FOR REVIEW AND APPROVAL BEFORE PROCEEDING WITH CONSTRUCTION.

Figure 3-9. Proposed Elevation Facing Thorndike Street

Figure 3-10. Proposed Elevation Facing 1914 Washington Street

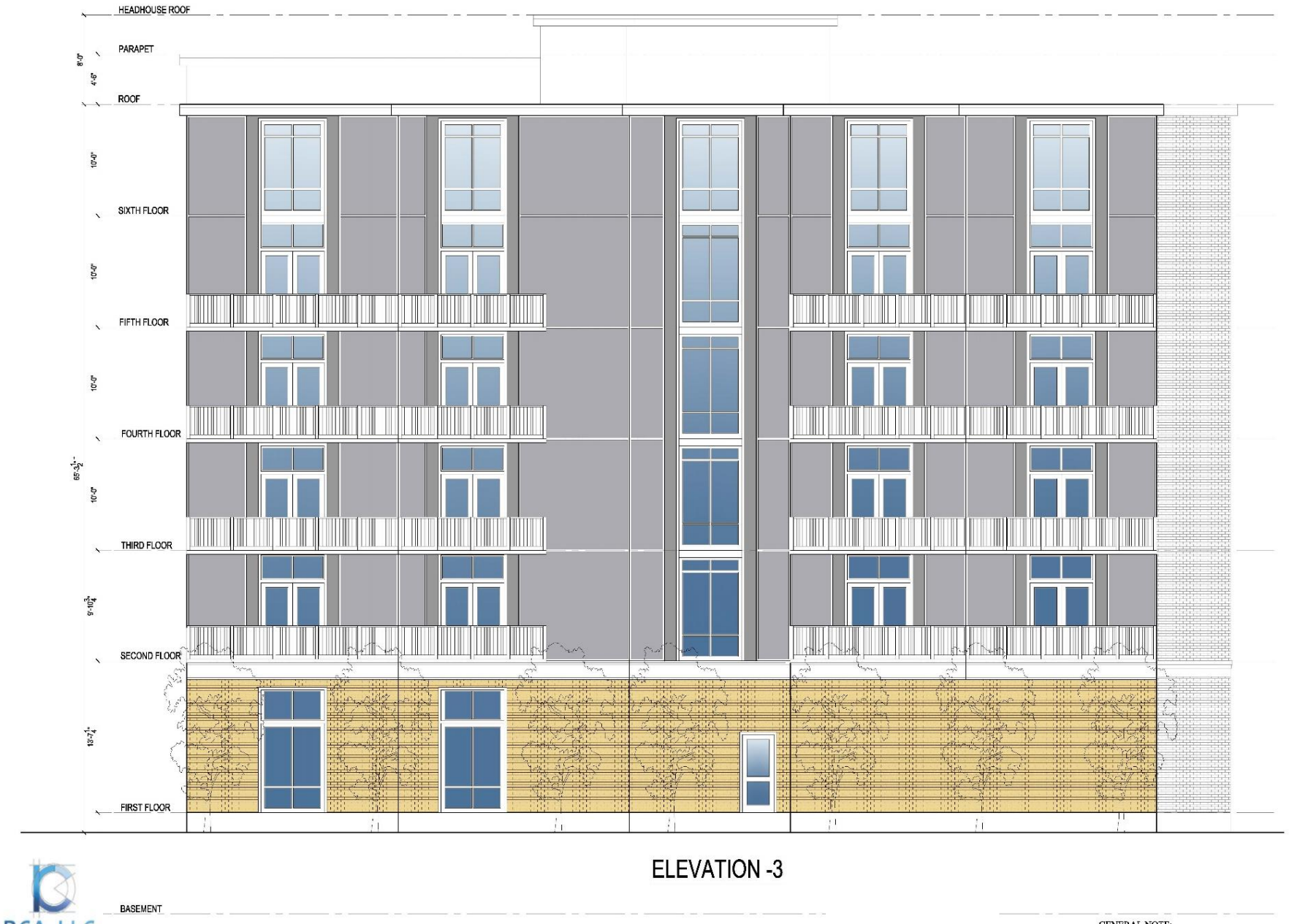


Figure 3-11. Proposed Elevation Facing Rear of Building

Figure 3-12. Eye-Level Perspective I from Corner of Washington and Thorndike Street

Figure 3-13. Eye-Level Perspective II from Corner of Washington and Thorndike Street

Figure 3-14. Eye-Level Perspective I from Thorndike Street at Rear of Proposed Building

Figure 3-15. Eye-Level Perpective II from Thorndike Street at Rear of Proposed Building

Figure 3-16. Additional Illustrative Sketch I Along Washington Street

Figure 3-17. Additional Illustrative Sketch II Along Washington Street

Figure 3-18. Additional Illustrative Sketch Along Thorndike Street

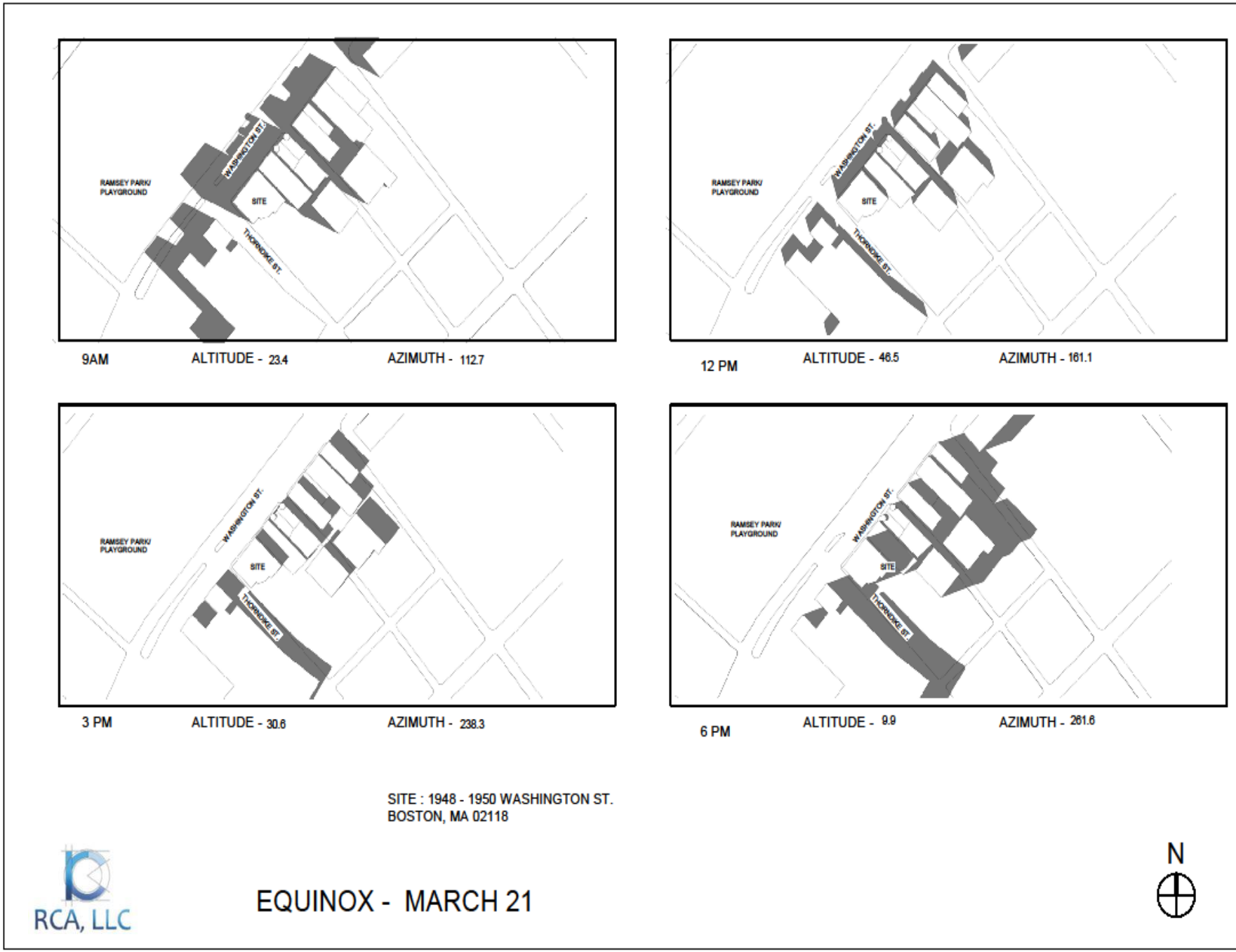


Figure 3-19. Equinox - March 21 Shadows

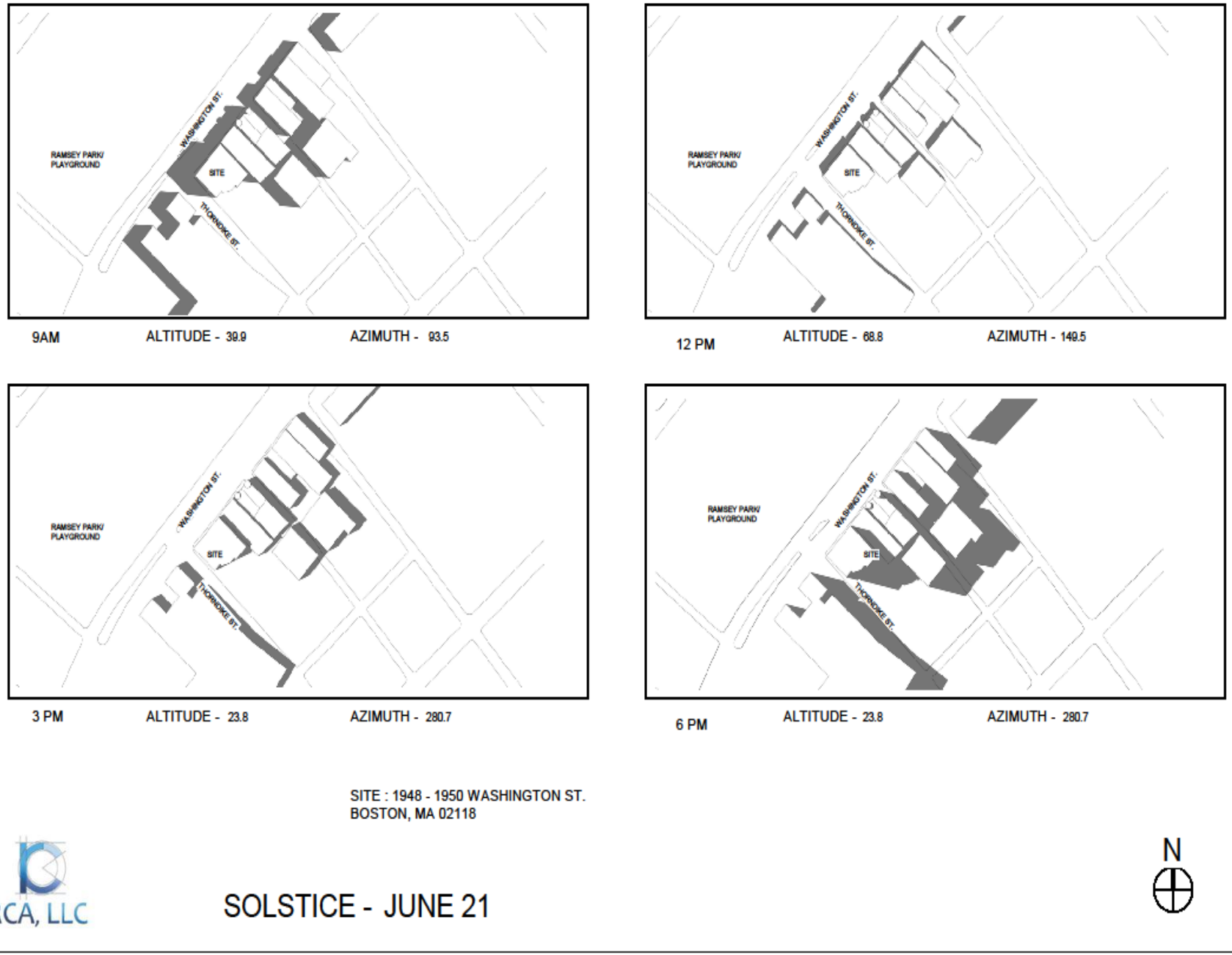
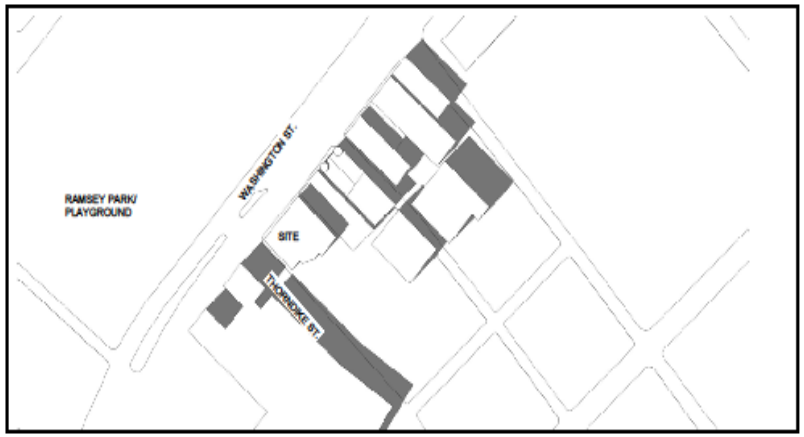


Figure 3-20. Solstice - June 21 Shadows

9AM ALTITUDE - 25.5 AZIMUTH - 116.0

12 PM ALTITUDE - 44.9 AZIMUTH - 161.2



3 PM ALTITUDE - 47.0 AZIMUTH - 170.2

6 PM ALTITUDE - 27.6 AZIMUTH - 241.1

SITE : 1948 - 1950 WASHINGTON ST.
BOSTON, MA 02118

RCA, LLC

EQUINOX - SEPTEMBER 23

N

Figure 3-21. Equinox - September 23 Shadows

9AM ALTITUDE - 14.4 AZIMUTH - 141.9

12 PM ALTITUDE - 24.2 AZIMUTH - 184.4

3 PM ALTITUDE - 10.1 AZIMUTH - 225.0

6 PM ALTITUDE - -11.6 AZIMUTH - 248.8

SITE : 1948 - 1950 WASHINGTON ST.
BOSTON, MA 02118

RCA, LLC

SOLSTICE - DECEMBER 21

N

Figure 3-22. Solstice - December 21 Shadows

4.0 TRANSPORTATION, PARKING AND VEHICULAR / PEDESTRIAN ACCESS

4.1 Introduction

The Proponent has engaged Howard Stein Hudson ("HSH") to review the Project's transportation impacts as part of the Article 80 Small Project Review Application. The existing Site is located at the northeast corner of Thorndike Street and Washington Street. The existing Site consists of two buildings, a four-story brick building containing a furniture store and offices, and a one-story garage to the north containing eleven (11) existing parking spaces. The Project will include the rehabilitation of the existing four-story brick building and the demolition of the existing shed structure to construct one six story building. The Project will contain 31 residential units above approximately 5,300 gsf of ground floor commercial space including a 4,500 gsf restaurant/retail and approximately 800 gsf of office space. The restaurant space includes a function room and the kitchen in the basement. The Project will include 21 parking spaces configured in 11 mechanical lifts. Vehicular access to the garage will remain at the existing curb cut along Washington Street, approximately 70 feet to the northeast of the intersection.

4.2 Transit

The Project site is located within walking distance to several public transportation opportunities and is adjacent to the MBTA Silver Line 4 and 5 routes. Ruggles Station is a 10-15-minute walk of the Project site and provides access to the MBTA Orange Line and 12 MBTA bus routes. Dudley Station is a 10-minute walk of the Project site and provides access to 13 MBTA bus routes. A map of the nearby public transportation services is shown in **Figure 4-1** and **Table 4-1** summarizes the public transportation routes.

Table 4-1 Existing Public Transportation Services

Route	Description	Service Duration	Headway
Rapid Transit			
Orange Line	Forest Hills – Oak Grove	5:15 a.m. -1:12 a.m.	9
SL4	South Station – Dudley Station	5:35 a.m. -12:52 a.m.	11
SL5	Downtown – Dudley Station	5:32 a.m. -1:07 a.m.	6
Local Bus Routes			
CT1	Boston Medical Center – Central Square	6:00 a.m. -7:13 p.m.	20
CT3	Beth Israel Deaconess - Andrew Station	6:05 a.m.-8:36 p.m.	20
1	Dudley Station – Harvard	4:37 a.m. -1:23 a.m.	8
8	Kenmore – Harbor Point	5:35 a.m.-12:20 a.m.	20
10	City Point – Copley Square	4:55 a.m. -1:31 a.m.	20
19	Kenmore – Fields Corner	6:44 a.m. -6:40 p.m.	18
43	Park & Tremont Street - Ruggles	5:11 a.m.-12:52 a.m.	21
47	Broadway – Central Square	5:15 a.m.-12:46 a.m.	15

* Headway is the time between service, headways vary.

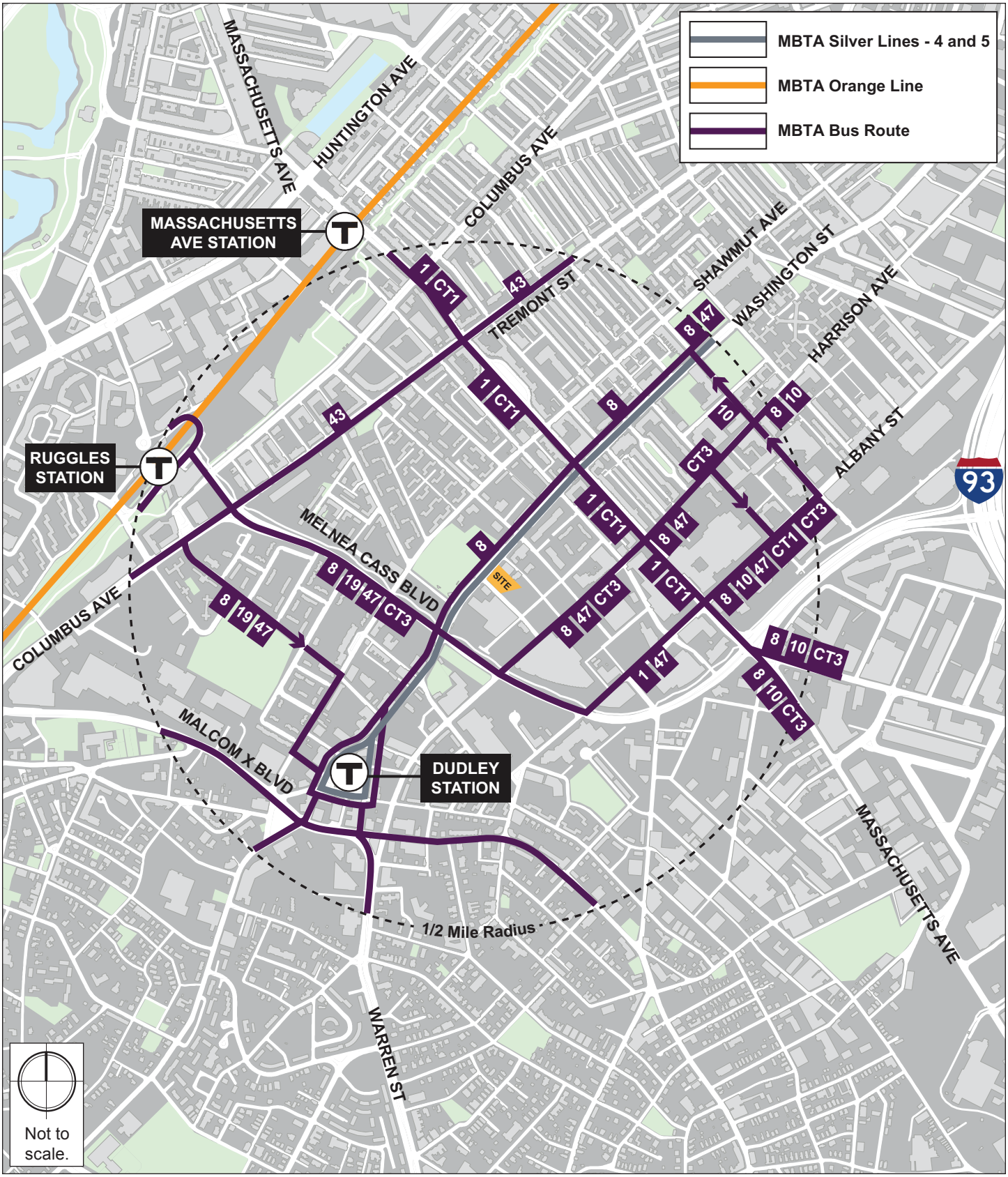


Figure 4-1.
Existing Public Transportation

4.3 Parking

The Boston Transportation Department ("BTD") has established parking space guidelines throughout the City to establish the amount of parking supply provided with new developments. BTD's maximum parking ratio guidelines for this part of the South End, east of Tremont Street is 1.0 to 1.5 parking spaces per residential unit. The Project will include 21 garage ground-level parking spaces for 31 residential units for a parking ratio of 0.71 parking spaces per residential unit. The Project's parking supply falls under BTD's maximum parking guidelines for the area and is appropriate, and consistent, with these guidelines, given its convenient location with respect to the availability of numerous public transit alternatives, shared bicycles, and shared vehicles. According to the American Community Survey (ACS) data provided by Metropolitan Area Planning Council (MAPC), from 2009 to 2014 the average passenger car ownership in Census Tract 804.01 is 0.30 per household. The parking ratio provided by the Project of 0.71 vehicles per unit fits in the context of the neighborhood.

In addition, the Project will also provide residents and building tenants with a secure, covered bicycle storage area accommodating 31 bicycles as well as exterior bicycle racks near major building entrances consistent with the *City of Boston Bicycle Parking Guidelines.* Some of the secure bicycle parking will be conveniently located adjacent to the residential lobby for residents that frequently use a bicycle, while the rest will be located in the basement for residents that use their bicycles less frequently.

4.4 Car Share

Car sharing, predominantly supplied by Zipcar in the Boston area, provides easy access to short-term vehicular transportation. Vehicles are rented on an hourly or daily basis and returned to their designated location. There are three car sharing locations (with a total of eight vehicles) located within one-third of a mile from the Project Site. The three locations are summarized in **Table 4-2**.

Table 4-2 Zipcar Locations

Location	*Number of Vehicles*	*Distance from Site (feet)*
Dade Street/Washington Street	5	1,000
15 East Springfield Street	1	1,400
30 Ruggles Street	2	1,700

4.5 Bicycle Share

Hubway ("Blue Bikes"), a bicycle sharing system in Metro Boston launched in July 2011, now has more than 1,800 bikes at 185 stations throughout Boston, Brookline, Cambridge, and Somerville. Hubway bicycles are available all year and is expanding rapidly throughout the region. The Site is located within a block of two Hubway Stations along Washington Street. The two locations are summarized in **Table 4-3**.

Table 4-3 Hubway Locations

Location	*Number of Docks*	*Distance from Site (feet)*
Washington Street at Lenox Street	15	400
Washington Street at Melnea Cass Boulevard	14	700

4.6 Site Access and Circulation

Vehicular access to the Project's on-site parking garage will be provided via the existing curb cut along Washington Street. The Project will have two primary pedestrian access points. The restaurant/retail space will have an exclusive entrance along Washington Street, and the office and residential components will share a building lobby to the northeast of the restaurant/retail entry.

Trash and recyclables will be stored within the building and wheeled through the garage to Washington Street to be collected by the Public Works Department. Move-in/move-out activity for the residential use will occur on street by temporary moving permits obtained through the City. **Figure 4-2** shows the access and circulation for the site.

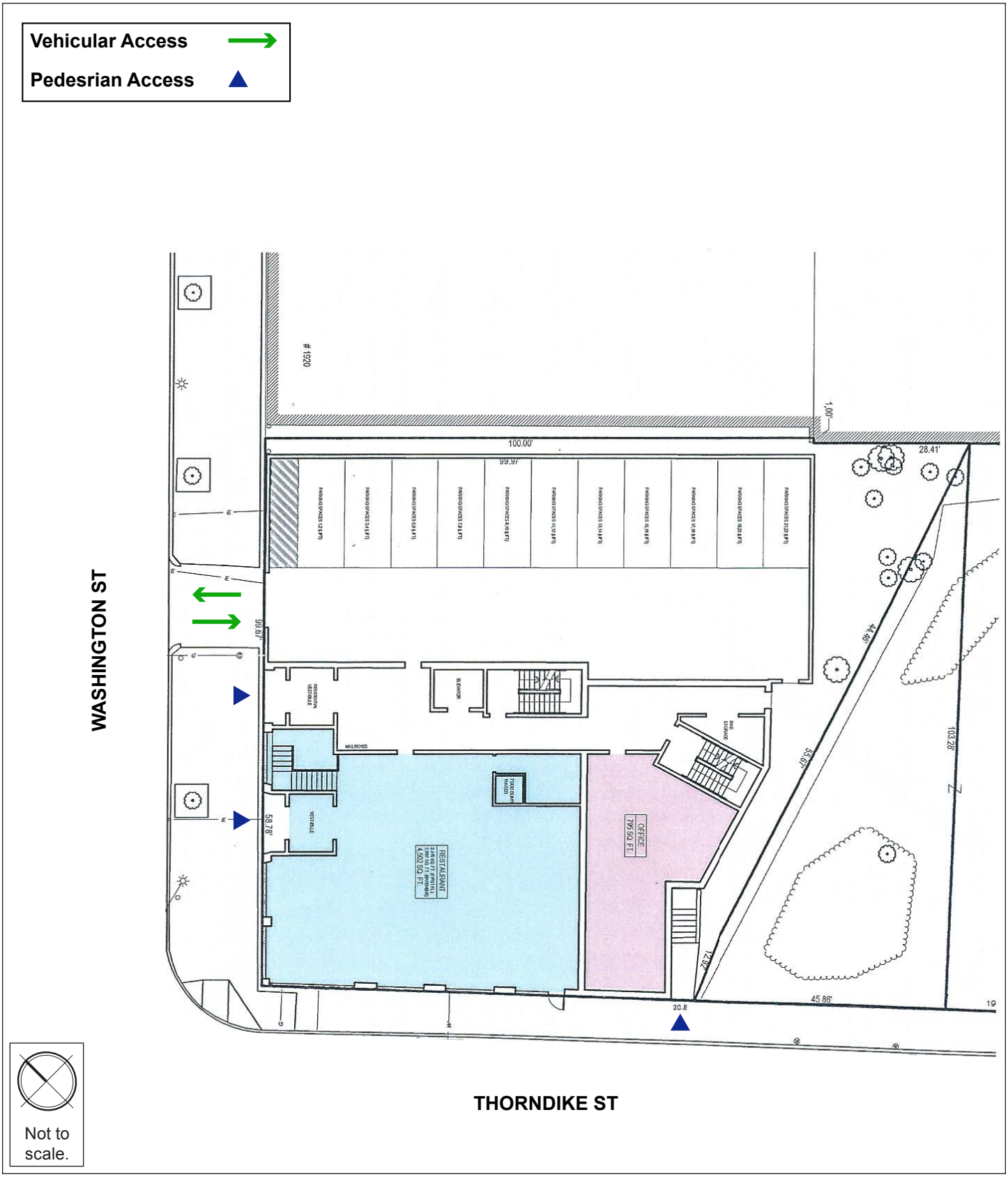


Figure 4-2.
Site Access Plan

4.7 Trip Generation

Determining the future trip generation of the Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, walk trips, and bicycle trips associated with a proposed development and a specific land use program. A project's location and proximity to different travel modes determines how people will travel to and from a project site.

To estimate the number of trips expected to be generated by the Project, data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*[1] were used. ITE provides data to estimate the total number of unadjusted vehicular trips associated with the Project. In an urban setting well-served by alternative travel modes, adjustments are necessary to account for walking, bicycling, and transit.

To estimate the unadjusted number of vehicular trips for the Project, the following ITE land use code (LUCs) was used:

LUC 221 – Multifamily Housing Mid-Rise. Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and ten levels (floors). Calculations of the number of trips use ITE's average rate per dwelling units.

LUC 710 – General Office Building. The general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. Calculations of the number of trips use ITE's average rate per 1,000 sf.

LUC 932 – High-Turnover (Sit-Down) Restaurant. This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Calculations of the number of trips use ITE's average rate per 1,000 sf.

[1] Trip Generation Manual, 10th Edition; Institute of Transportation Engineers; Washington, D.C.; 2017.

4.8 Mode Share

BTD provides vehicle, transit, and walking mode share rates for different areas of Boston. The Project is located within designated Area 15 – Dudley Buses, which includes areas along the Red Line from Broadway Station to JFK/UMass Station. The unadjusted vehicular trips were converted to person trips by using vehicle occupancy rates published by the Federal Highway Administration (FHWA)[2]. The person trips were then distributed to different modes according to the mode shares shown in **Table 4-4**.

Table 4-4 Mode Share

Land Use		*Walk/Bicycle Share[1]*	*Transit Share[1]*	*Auto Share[1]*	*Vehicle Occupancy Rate[2]*
Daily					
Residential	In	26%	17%	57%	1.13
	Out	26%	17%	57%	1.13
Office	In	18%	24%	58%	1.13
	Out	18%	24%	58%	1.13
Restaurant	In	35%	12%	53%	2.20
	Out	35%	12%	53%	2.20
a.m. Peak					
Residential	In	27%	19%	54%	1.13
	Out	27%	29%	44%	1.13
Office	In	18%	27%	55%	1.13
	Out	17%	40%	43%	1.13
Restaurant	In	13%	36%	51%	2.20
	Out	21%	37%	42%	2.20
p.m. Peak					
Residential	In	27%	29%	44%	1.13
	Out	27%	19%	54%	1.13
Office	In	17%	40%	43%	1.13
	Out	18%	27%	55%	1.13
Restaurant	In	37%	21%	42%	2.20
	Out	36%	13%	51%	2.20

1. Based on rates published by the Boston Transportation Department for Area 15 – Dudley Buses.
2. Based on FHWA 2009 National Household Travel Survey.

4.9 Project Trip Generation

The mode share percentages shown in **Table 4-4** were applied to the number of person trips to develop walk/bicycle, transit, and vehicle trip generation estimates. The trip generation for the Project by mode is shown in **Table 4-5**. The detailed trip generation information is provided in **Attachment B.**

[2] Summary of Travel Trends: 2009 National Household Travel Survey; FHWA; Washington, D.C.; June 2011.

Table 4-5 Project Trip Generation

Land Use		*Walk/Bicycle Trips*	*Transit Trips*	*Auto Trips*
Daily				
Residential[1]	In	25	16	48
	Out	25	16	48
	Total	50	32	96
Office[2]	In	1	1	3
	Out	1	1	3
	Total	2	2	6
Restaurant[3]	In	195	67	134
	Out	195	67	134
	Total	390	134	268
Total	In	221	84	185
	Out	221	84	185
	Total	442	168	370
a.m. Peak				
Residential[1]	In	1	1	1
	Out	2	3	4
	Total	3	4	5
Office[2]	In	0	0	1
	Out	0	0	0
	Total	0	0	1
Restaurant[3]	In	20	7	13
	Out	16	9	9
	Total	36	16	22
Total	In	21	8	15
	Out	18	12	13
	Total	39	20	28
p.m. Peak				
Residential[1]	In	2	3	4
	Out	2	1	3
	Total	4	4	7
Office[2]	In	0	0	0
	Out	0	0	1
	Total	0	0	1
Restaurant[3]	In	22	12	11
	Out	13	5	9
	Total	35	17	20
Total	In	24	15	15
	Out	15	6	13
	Total	39	21	28

1. Based on ITE LUC 221 – Multifamily Housing (Mid-rise), 31 residential units, average rate.
2. Based on ITE LUC 710 – General Office Building, 795 sf, average rate.
3. Based on ITE LUC 932 – High-Turnover (Sit Down) Restaurant, 4,502 sf, average rate.

As shown in **Table 4-2**, the Project is estimated to generate approximately 370 daily vehicle trips, 168 daily transit trips, and 442 daily walk/bicycle trips. During the weekday morning peak hour, the project is expected to generate 28 vehicle trips (15 entering and 13 exiting), 20 transit trips (8 alighting and 20

boarding), and 39 walk/bicycle trips (21 entering and 18 exiting). During the weekeday evening peak hour, the project is expected to generate approximately 28 new vehicle trips (15 entering and 13 exiting) 21 transit trips (15 alighting and 6 borading), and 39 walk/bicycle trips (24 entering and 15 exiting). The vehicular trips associated with the residential land use will park in the garage on the site and the vehicular trips associated with the commercial land uses will utilize on-street and off-street public parking in the neighborhood. The trip generation for the site does not account for the traffic associated with the existing site. Therefore, not all of the projected trips will be new trips, but replacing existing trips.

4.10 Conclusion

The Project is a transit-oriented development, conveniently located either adjacent to or within close walking distance to public transit, car sharing, and bike sharing alternatives. The Project Site is adjacent to the MBTA Silver Line 4 and 5 Routes and is within walking distance to several other public transportation options such as the Orange Line rapid transit service at Ruggles Station, several other MBTA bus routes, Hubway Bike share, and Zipcar.

The Project is expected to result just 28 vehicle trips during the weekday morning peak hour and 28 vehicle trips during the weekday evening peak hour, which corresponds to less than one vehicle trip every 2 minutes. This small increase in traffic will have a negligible impact on area traffic operations in the area. Additionally, on-site vehicle and bicycle parking provisions are consistent with BTD's maximum parking guidelines and the *City of Boston Bicycle Parking Guidelines*, respectively.

5.0 PROJECT CERTIFICATION

This SPRA form has been circulated to the Boston Planning and Development Agency as required by Article 80E of the Boston Zoning Code.

Tim Long (MLF)

Signature of Proponent

04/05/18

Date

Signature of Proponent's Representative

04/05/18

Date

Mitchell L. Fischman, Principal
Mitchell L. Fischman Consulting LLC

6.0 APPENDICES

6.1 Appendix A - Response to Article 80 - Accessibility Guidelines

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

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

Accessibility Analysis Information Sources:

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

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	**1950 Washington Street, Roxbury, MA**
Primary Project Address:	**1950 Washington Street, Roxbury, MA**
Total Number of Phases/Buildings:	**1**
Primary Contact (Name / Title / Company / Email / Phone):	**1950 Washington Street LLC** Community Development Corporation of Boston, Inc. 27 School St, Suite 301 Boston, MA 02108 Phone: 617 442-2114 Contact: James S. Dilday, President
Owner / Developer:	**1950 Washington Street LLC** Community Development Corporation of Boston, Inc.
Architect:	**RCA, LLC**
Civil Engineer:	**LVR Corporation**
Landscape Architect:	
Permitting:	**Mitchell L. Fischman ("MLF") Consulting LLC**
Construction Management:	**1950 Washington Street LLC** Community Development Corporation of Boston, Inc.

At what stage is the project at time of this questionnaire? Select below:

Small Project Review Application 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)? ***If yes,*** identify and explain.	**Yes, the proposed mechanical parking structure which would provide more parking than would be on one level would generate more on grade accessible parking requiring a variance.**

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project?

Site Area:	*10,479 SF*	Building Area:	*48,552 GSF*
Building Height:	*73 FT.*	Number of Stories:	*6 Flrs.*
First Floor Elevation:	22.6 FT	Is there below grade space:	*Yes*

What is the Construction Type? (Select most appropriate type)

	Wood Frame	**Masonry**	Steel Frame	Concrete

What are the principal building uses? (IBC definitions are below – select all appropriate that apply)

	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:	

3. Assessment of Existing Infrastructure for Accessibility:

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.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	**Mixed Use: Residential, Retail, Church**
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	**Ruggles Station Orange Line MBTA station** **Silver Line Bus – Washington Street**
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	**Residential, Retail, Church**
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	**Cooper Community Center**

4. Surrounding Site Conditions – Existing: *This section identifies current condition of the sidewalks and pedestrian ramps at the development site.*	
Is the development site within a historic district? ***If yes,*** identify which district:	**We are not aware of the project site being located within an historical district.**
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	**Yes, an existing sidewalk abuts the project at the corner of Washington and Thorndike Streets.** **The existing sidewalk material is concrete and brick pavers with granite curbing. The physical condition of the existing sidewalk and pedestrian ramps is good.**
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	**The existing sidewalks and pedestrian ramps will remain as is. We will be reusing the existing curb cut on Washington Street to access the site.** **No, the existing sidewalks and pedestrian ramps have not been verified as being in compliance but will be verified during the project design.**
5. Surrounding Site Conditions – Proposed *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.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	**Will be verified as part of the project design**
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	**The existing sidewalk along Washington Street is approximately 17.5 feet wide. The sidewalk along Thorndike Street is approximately 8 feet wide.**

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?	**No change to the existing sidewalks at this point. Any changes needed would match the existing brick and concrete sidewalk materials as well as the granite curbing.**
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	**None planned at this time.**
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	**N/A**
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	**N/A**
6. 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 – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	**21 Parking Spaces in 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?	**None proposed at this time**
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	**No**
Where is the accessible visitor parking located?	**No Visitor Parking Spaces or Accessible Visitor Parking Spaces proposed at this time.**
Has a drop-off area been identified? ***If yes,*** will it be accessible?	**No**

7. Circulation and Accessible Routes: *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*.	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	**Flush entry at grade to full service stretcher elevator.**
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no****,* what is the reason?	**Flush entry at grade to full service stretcher elevator.**
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	**Small Project Review Application (SPRA)**
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *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.*	
What is the total number of proposed housing units or hotel rooms for the development?	**31 Residential Units with 21 Parking Spaces**
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?	**TBD**
If a residential development, how many accessible Group 2 units are being proposed?	**5% of the units will be 2 Dwelling Units = 1.5 Units**
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	**2 Units**
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.	**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. ***If yes***, provide reason.	**No, Fully Accessible except for the 10 duplex units on Floors 5 and 6.**
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes***, describe:	**Full service stretcher elevator services all floors.**
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.***	
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?	**The Proponent will fund the Boston United Track and Cross-Country Club in Dorchester ("Boston United") for the next five years. The club is open to all Boston residents between the ages of 6 and 14. Boston United's goal is to promote, teach and support youth track and field, and long distance running in the Greater Boston Area. Boston United works in conjunction with local community groups, parents, schools and the global track and field community, and trains at the Melnea Cass Center.**
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?	**Common roof deck on penthouse level which will have access from a stretcher elevator.**
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	**There are no common restrooms in the common spaces as these spaces are intended for the residence of the building only. The restaurant space on the ground level will have its own restrooms in the restaurant for the patrons to use.**

Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what were their comments?	**Ongoing review**
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? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	**Ongoing review**

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. **SEE ATTACHED ACCESS DIAGRAMS**
Provide a diagram of the accessible route connections through the site, including distances. **SEE ATTACHED ACCESS DIAGRAMS**
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **SEE ATTACHED ACCESS DIAGRAMS**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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

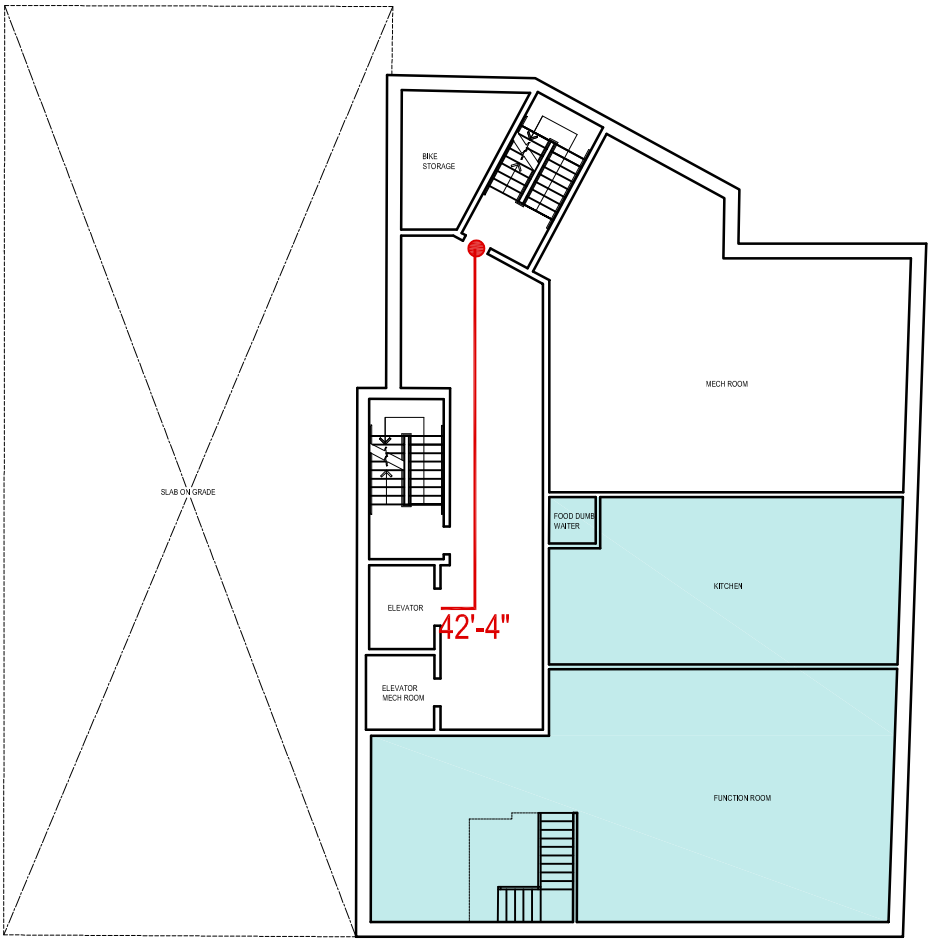


DIAGRAM OF ACCESSIBLE ROUTE

BASEMENT PLAN

1950 WASHINGTON STREET
ROXBURY, MA 02118

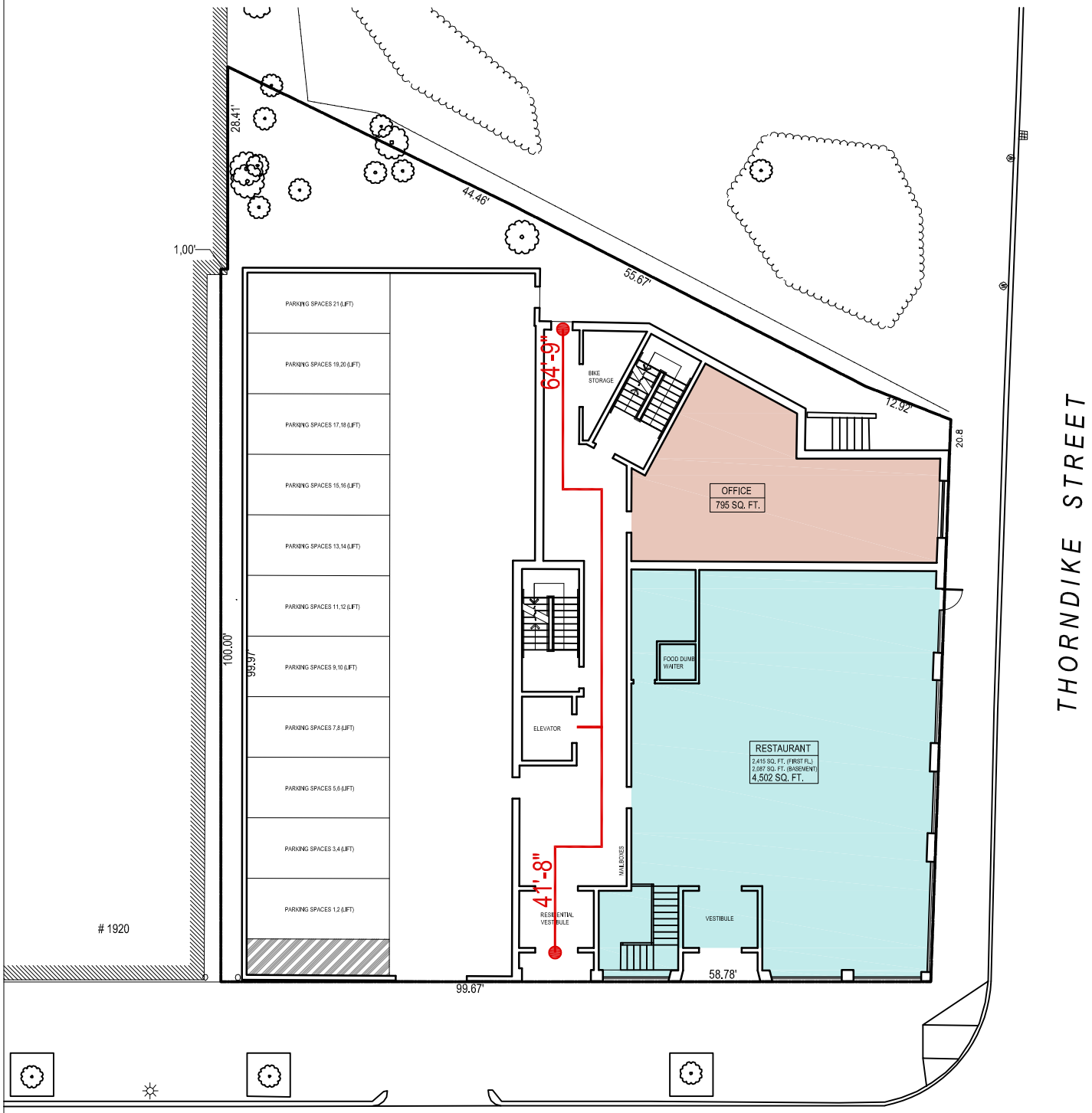


DIAGRAM OF ACCESSIBLE ROUTE

FIRST FLOOR PLAN

1950 WASHINGTON STREET
ROXBURY, MA 02118

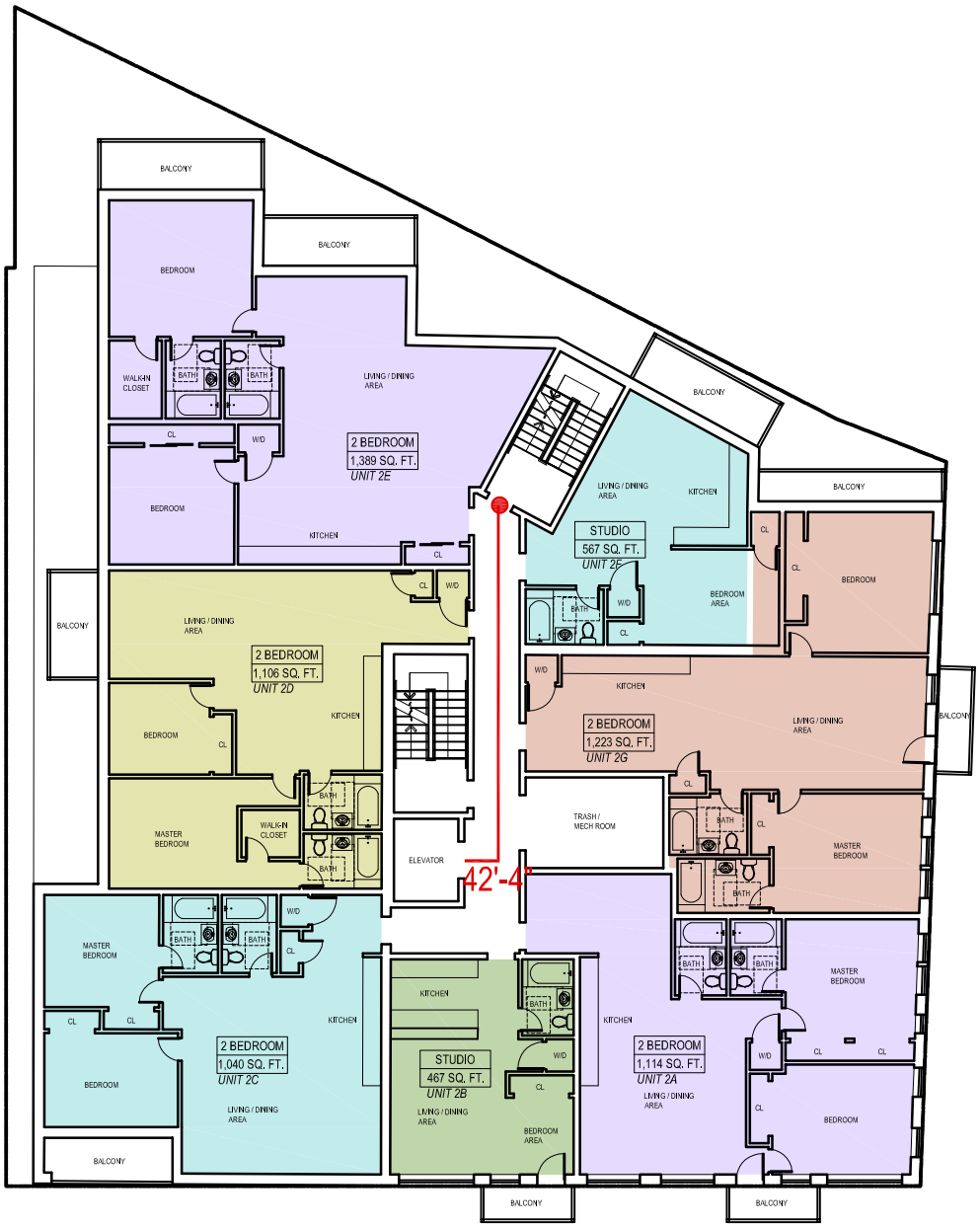


DIAGRAM OF ACCESSIBLE ROUTE

SECOND FLOOR PLAN

1950 WASHINGTON STREET
ROXBURY, MA 02118

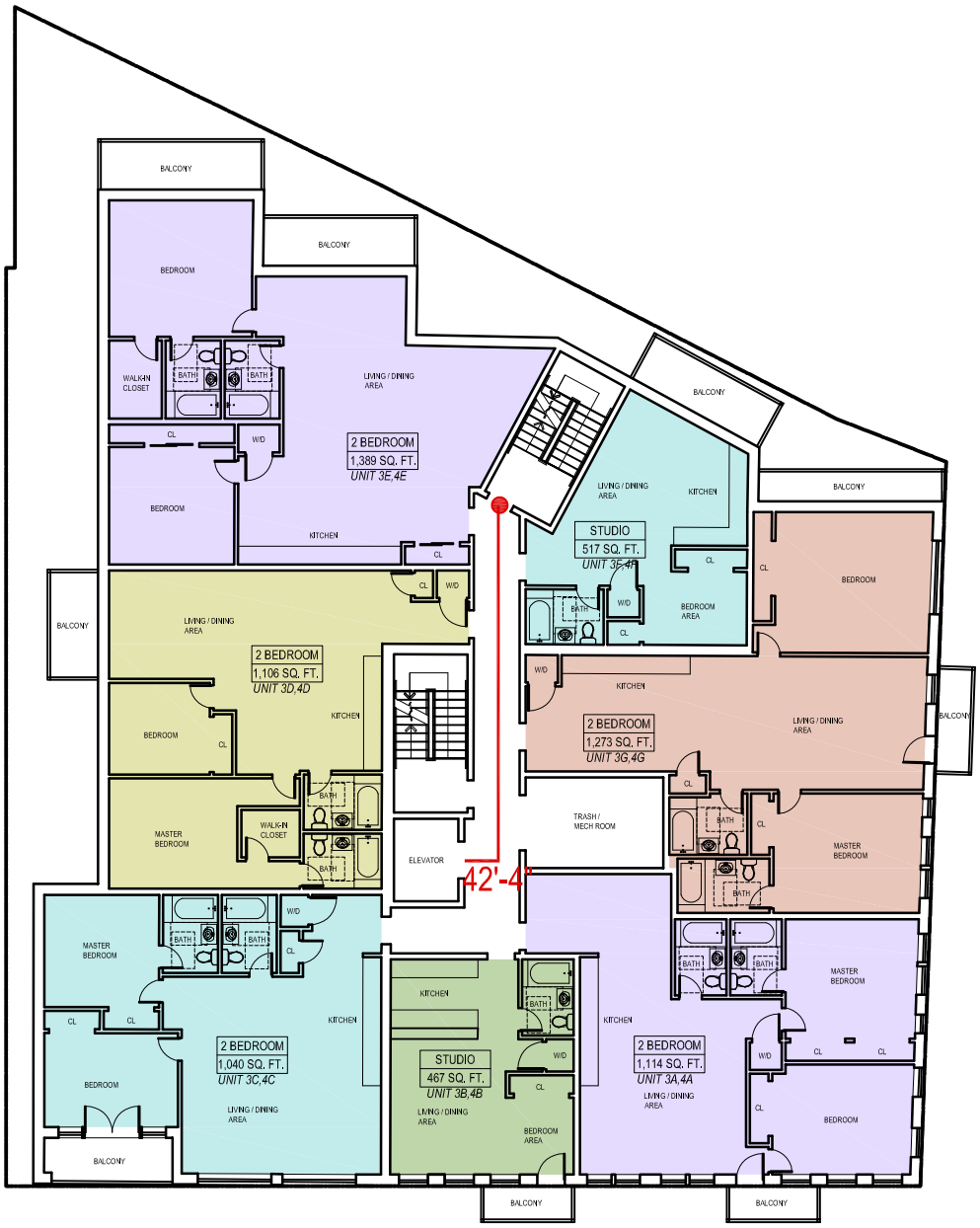


DIAGRAM OF ACCESSIBLE ROUTE

THIRD & FOURTH FLOOR PLAN

1950 WASHINGTON STREET
ROXBURY, MA 02118

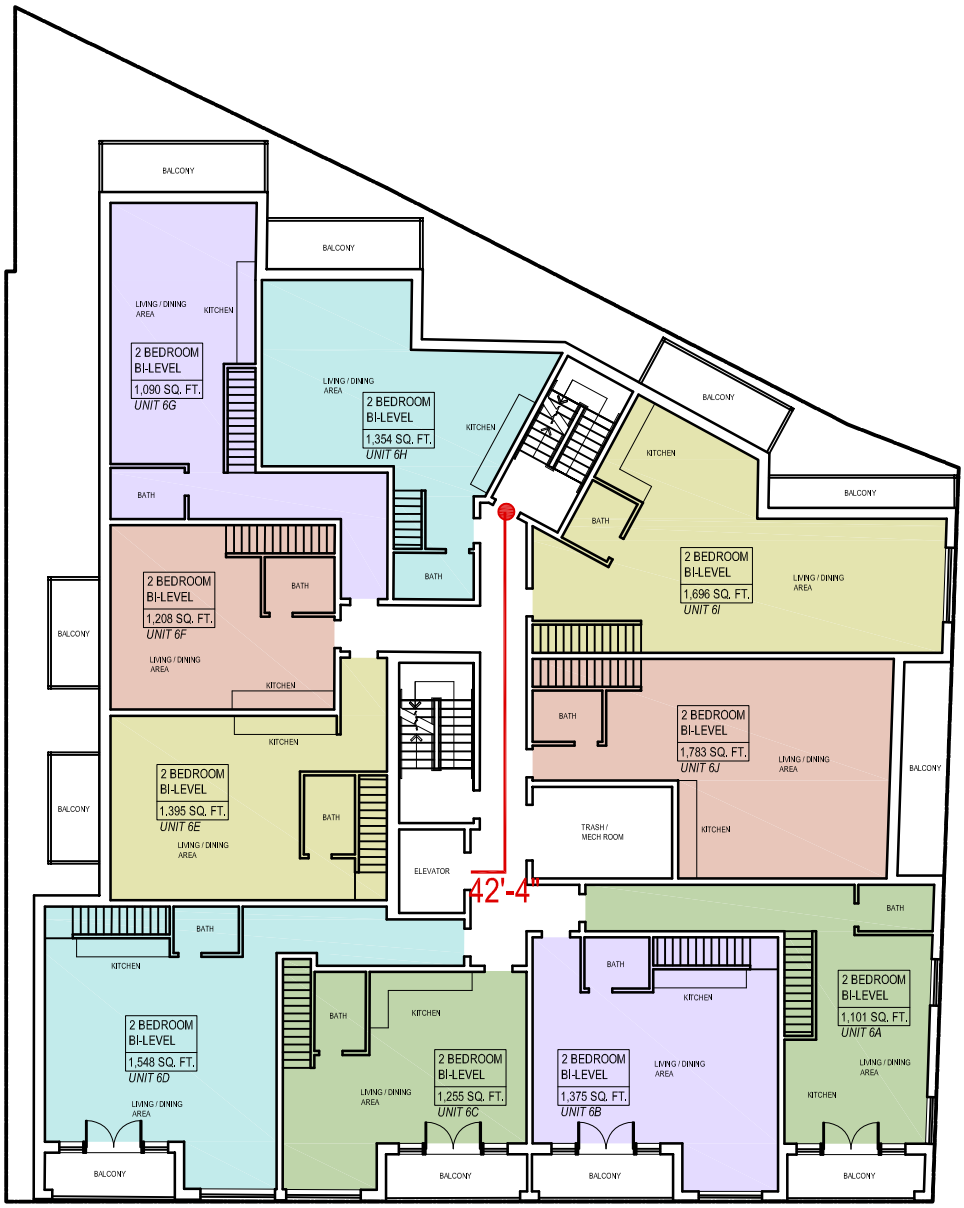


DIAGRAM OF ACCESSIBLE ROUTE

FIFTH FLOOR PLAN

1950 WASHINGTON STREET
ROXBURY, MA 02118

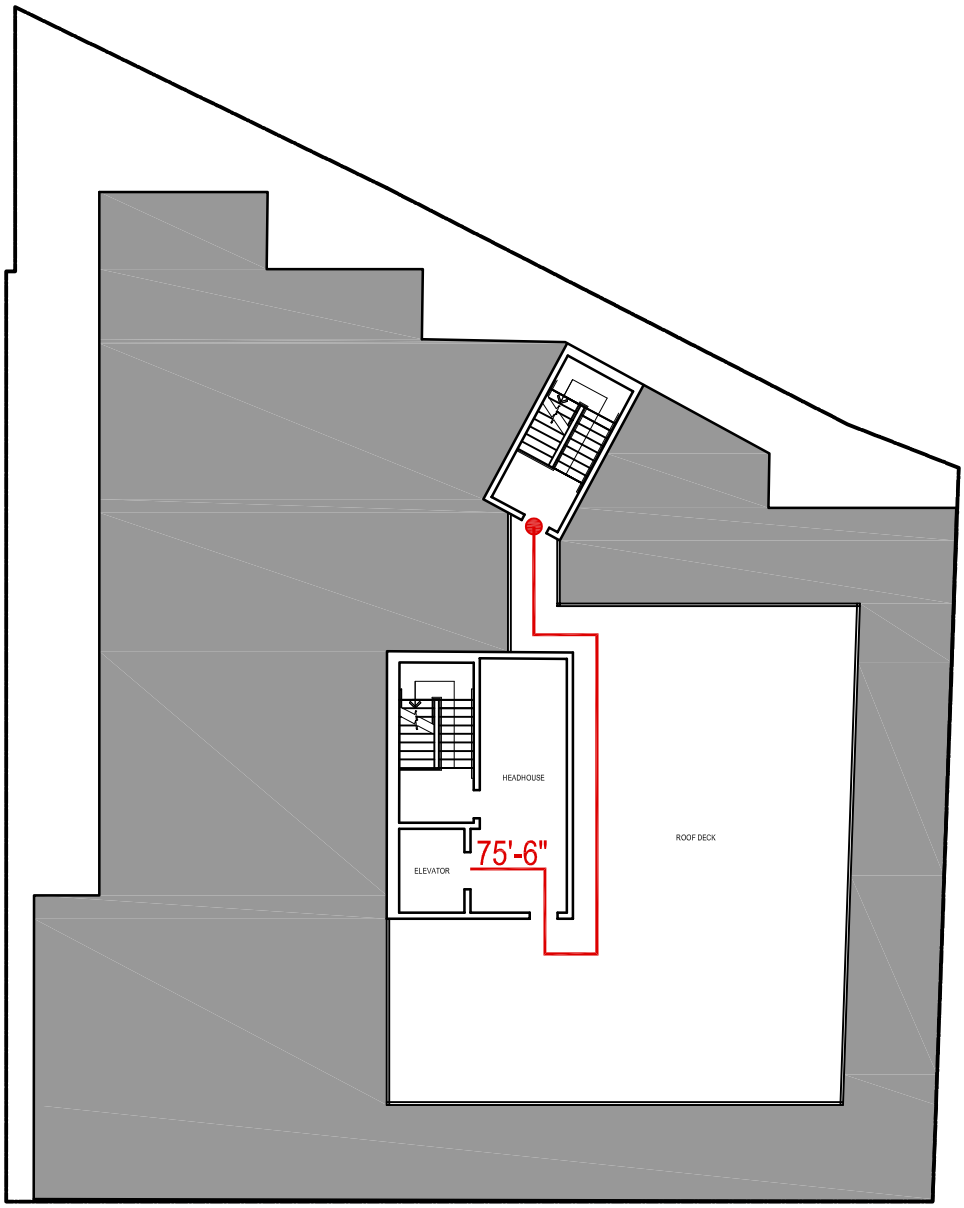


DIAGRAM OF ACCESSIBLE ROUTE

ROOF DECK PLAN

1950 WASHINGTON STREET
ROXBURY, MA 02118

6.2 Appendix B - Detailed Trip Generation Information

1950 Washington Street
Trip Generation Assessment

HOWARD STEIN HUDSON
16-Mar-2018

xx HARD CODED TO BALANCE

Land Use	Size	Category	Directional Split	Average Trip Rate	Unadjusted Vehicle Trips	Assumed National Vehicle Occupancy Rate[1]	Unadjusted Person-Trips	Transit Share[3]	Transit Person-Trips	Walk/Bike/ Other Share[3]	Walk/ Bike/ Other Trips	Auto Share[3]	Auto Person-Trips	Assumed Local Auto Occupancy Rate[4]	Total Adjusted Auto Trips
Daily Peak Hour															
Multifamily Housing (Mid Rise)[5]	31	Total		5.440	168	1.13	**190**	17%	**32**	26%	**50**	57%	**108**	1.13	**96**
	units	In	50%	2.720	84	1.13	**95**	17%	**16**	26%	**25**	57%	**54**	1.13	**48**
		Out	50%	2.720	84	1.13	**95**	17%	**16**	26%	**25**	57%	**54**	1.13	**48**
Office Building[6]	0.795	Total		9.740	8	1.13	**10**	24%	**2**	17%	**2**	59%	**6**	1.13	**6**
	KSF	In	50%	4.870	4	1.13	**5**	24%	**1**	17%	**1**	59%	**3**	1.13	**3**
		Out	50%	4.870	4	1.13	**5**	24%	**1**	17%	**1**	59%	**3**	1.13	**3**
Sit-Down Restaurant[7]	4.502	Total		112.180	506	2.20	**1,114**	12%	**134**	35%	**390**	53%	**590**	2.20	**268**
	KSF	In	50%	56.090	253	2.20	**557**	12%	**67**	35%	**195**	53%	**295**	2.20	**134**
		Out	50%	56.090	253	2.20	**557**	12%	**67**	35%	**195**	53%	**295**	2.20	**134**
Total		Total			**682**		**1,314**		**168**		**442**		**704**		**370**
		In			**341**		**657**		**84**		**221**		**352**		**185**
		Out			**341**		**657**		**84**		**221**		**352**		**185**
AM Peak Hour															
Multifamily Housing (Mid Rise)[5]	31	Total		0.360	11	1.13	**12**		**4**		**3**		**5**	1.13	**5**
	units	In	26%	0.094	3	1.13	**3**	19%	**1**	27%	**1**	54%	**1**	1.13	**1**
		Out	74%	0.266	8	1.13	**9**	29%	**3**	27%	**2**	44%	**4**	1.13	**4**
Office Building[6]	0.795	Total		1.16	1	1.13	**1**		**0**		**0**		**1**	1.13	**1**
	KSF	In	86%	0.998	1	1.13	**1**	27%	**0**	18%	**0**	55%	**1**	1.13	**1**
		Out	14%	0.162	0	1.13	**0**	40%	**0**	17%	**0**	43%	**0**	1.13	**0**
Sit-Down Restaurant[7]	4.502	Total		9.94	45	2.20	**99**		**16**		**36**		**47**	2.20	**22**
	KSF	In	55%	5.467	25	2.20	**55**	13%	**7**	36%	**20**	51%	**28**	2.20	**13**
		Out	45%	4.473	20	2.20	**44**	21%	**9**	37%	**16**	42%	**19**	2.20	**9**
Total		Total			**57**		**112**		**20**		**39**		**53**		**28**
		In			**29**		**59**		**8**		**21**		**30**		**15**
		Out			**28**		**53**		**12**		**18**		**23**		**13**
PM Peak Hour															
Multifamily Housing (Mid Rise)[5]	31	Total		0.440	13	1.13	**15**		**4**		**4**		**7**	1.13	**7**
	units	In	61%	0.268	8	1.13	**9**	29%	**3**	27%	**2**	44%	**4**	1.13	**4**
		Out	39%	0.172	5	1.13	**6**	19%	**1**	27%	**2**	54%	**3**	1.13	**3**
Office Building[6]	0.795	Total		1.15	1	1.13	**1**		**0**		**0**		**1**	1.13	**1**
	KSF	In	16%	0.184	0	1.13	**0**	40%	**0**	17%	**0**	43%	**0**	1.13	**0**
		Out	84%	0.966	1	1.13	**1**	27%	**0**	18%	**0**	55%	**1**	1.13	**1**
Sit-Down Restaurant[7]	4.502	Total		9.77	44	2.20	**96**		**17**		**35**		**44**	2.20	**20**
	KSF	In	62%	6.057	27	2.20	**59**	21%	**12**	37%	**22**	42%	**25**	2.20	**11**
		Out	38%	3.713	17	2.20	**37**	13%	**5**	36%	**13**	51%	**19**	2.20	**9**
Total		Total			**58**		**112**		**21**		**39**		**52**		**28**
		In			**35**		**68**		**15**		**24**		**29**		**15**
		Out			**23**		**44**		**6**		**15**		**23**		**13**

1. 2009 National vehicle occupancy rates - 1.13:home to work; 1.84: family/personal business; 1.78: shopping; 2.2 social/recreational
2. Based on ITE Trip Generation Handbook, 10th Edition method
3. Mode shares based on peak-hour BTD Data for Area 1
4. Local vehicle occupancy rates based on 2009 National vehicle occupancy rates
5. ITE Trip Generation Manual, 10th Edition, LUC 221 (Multifamily Housing Mid-Rise (3-10 floors)), average rate
6. ITE Trip Generation Manual, 10th Edition, LUC 710 (General Office Building), average rate
7. ITE Trip Generation Manual, 10th Edition, LUC 932 (High-Turnover (Sit-Down) Restaurant), average rate

1950 Washington Street

Roxbury (Boston), Massachusetts

Small Project Review Application

Mixed-Use Residential / Commercial Development **April 5, 2018**

RCA, LLC

cdc of Boston
Community Development Corporation of Boston, Inc.

MLF CONSULTING LLC