



May 25, 2017

David O. Gillespie
Vice President- Development
AvalonBay Communities, Inc.
600 Atlantic Ave., 20th Floor
Boston, MA 02210

Re: **Scoping Determination for proposed 139-149 Washington St. (St. Gabriel's) Project**

Dear Mr. Gillespie:

Please find enclosed the Scoping Determination for the proposed St. Gabriel's site project located at 139-149 Washington Street, in the Brighton neighborhood of Boston. The Scoping Determination describes information required by the Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency in response to the Project Notification Form, which was submitted under Article 80B of the Boston Zoning Code on October 27, 2016. Additional information may be required during the course of the review of the proposals.

If you have any questions regarding the Scoping Determination or the review process, please contact me at (617) 918-4311.

Sincerely,

A handwritten signature in black ink, reading 'Lance Campbell'.

Lance Campbell
Senior Project Manager

CC: Brian Golden, BPDA
Sara Myerson, BPDA
Jonathan Greeley, BPDA
Michael Christopher, BPDA
Lara Merida, BPDA
Viktorija Abolina, BPDA
Lauren Shurtleff, BPDA
Warren O'Reilly, Mayor's Office of Neighborhood Services

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
139-149 WASHINGTON STREET (ST. GABRIEL'S)**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

PROPOSED PROJECT: 139-149 WASHINGTON STREET (ST. GABRIEL'S)

PROJECT SITE: 139-149 WASHINGTON STREET, BRIGHTON,
DIRECTLY ADJACENT TO THE COMMONWEALTH
HOUSING DEVELOPMENT TO THE EAST, AND
FEDELIS WAY PARK TO THE NORTH.

PROPONENT: AVALONBAY COMMUNITIES, INC.

DATE: MAY 25, 2017

The Boston Redevelopment Authority ("BRA"), d/b/a The Boston Planning & Development Agency ("BPDA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code") in response to a Project Notification Form ("PNF"), which AvalonBay Communities Inc., (the "Proponent") filed on October 27, 2016 for the proposed 139-149 Washington Street project (the "Proposed Project"). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on October 27, 2016, which initiated a public comment period with a closing date of November 28, 2016. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City's public agencies/departments and elected officials on October 28, 2016.

On July 11, 2016, the Proponent filed a Letter of Intent ("LOI") in accordance with the Executive Order Regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of the St. John's Seminary Theological Institute and the ABCD Allston-Brighton Head Start on the former St. Gabriel's Site located at 139-149 Washington Street in the Brighton neighborhood of Boston.

On May 19, 2016, letters soliciting Impact Advisory Group ("IAG") nominations for the Proposed Project were delivered to City Councilor Mark Ciommo, State Representative Kevin Honan, State Representative Michael Moran, and Senator William Brownsberger. Additional letters seeking recommendations were delivered to the office of Neighborhood Services and the City Councilors At-Large. Nominations were also sought from the BPDA. Twelve (12) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of impacts and appropriate mitigation regarding the Proposed Project.

It was determined that the same IAG selected to review the 159-201 Washington Street (St. Gabriel's) proposed project submitted by Cabot, Cabot & Forbes would serve as the IAG for the proposed project located at 139-149 Washington Street (St. Gabriel's) submitted by AvalonBay.

The following is a list of the IAG members:

1. Richard Holahan
2. Carol Ridge Martinez
3. Dan Daly
4. Anabella Gomes
5. Athena Laines
6. Patrick Murphy
7. Michael Lombardi
8. Diane Kline
9. Abigail Furey
10. John Bligh
11. James Long
12. Joanne La Plant

The BPDA appreciates the efforts of the IAG and its members should be applauded for their commitment to the review of the Proposed Project located at 139-149 Washington Street and the proposed project located at 159-201 Washington Street Brighton.

The notice of the receipt by the BPDA of the PNF along with the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. Pursuant to Section 80B-5.3 of the Code, a scoping session was held on November 10, 2016 with the City of Boston's public agencies/departments at

which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

An advertised public meeting was conducted on November 10, 2016 at St. Elizabeth's Health Center. An IAG working session meeting was also held on April 3, 2017 at the Boston Housing Authority Commonwealth Housing Development, Commonwealth Tenants Association ("CTA") building. The IAG and the community will continue to have an opportunity to give input regarding the Proposed Project during the Article 80 review process.

Comments received by the BPDA during the comment period are included in **Appendices A, B and C**. The Draft Project Impact Report (the "DPIR") should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Written Comments received from BPDA staff, public agencies/departments, and elected officials are included in **Appendix A** and must be answered in their entirety.

Specifically, they are:

- Michael Cannizzo, Senior Architect/Urban Designer, Jill Zick, Landscape Architect, BPDA Urban Design Staff
- Katie Pederson, Senior Land Use Planner, Sustainability & Environmental Review Boston Planning & Development Agency
- Kristen McCosh, Commissioner, Mayor's Commission for Persons with Disabilities
- William Conroy, Transportation Planner, Boston Transportation Department
- Liz Meyer, Chief Landscape Architect, Boston Parks & Recreation Department
- John P. Sullivan, P.E., Chief Engineer and Operations Boston Water and Sewer Commission

Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the IAG are included in **Appendix C** and must be answered in their entirety.

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval, and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout this initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that what is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole.
- It is clear in reading through the comment letters that the Proposed Project has simultaneously generated excitement and concern. While many of the letters show desire to see the redevelopment of the St. Gabriel's Monastery Site, the St. John's Seminary Theological Institute and the ABCD Allston-Brighton Head Start on the former St. Gabriel's Site located at 139-149 Washington Street, the letters strongly urge that there be more homeownership opportunities, more parking and transportation opportunities, that there be more focus on open space and connections to open space, as well as the potential benefits to the community. The BPDA encourages the Proponent to continue to work with all interested parties, including the IAG and community, who have expressed concern in order to minimize and mitigate the Proposed Project's impacts.
- The public, along with the IAG, have expressed concern about the number of proposed condominium units compared to the number of apartment units as well as the height and density of building one, which would be located along Washington Street. The BPDA encourages the Proponent to continue to work with the community to address the concerns about adding more homeownership opportunities while taking into account the density of the overall project.
- The BPDA encourages the Proponent to continue to work with both the St. Elizabeth's Medical Center as the hospital looks to move the parking spaces currently on the St. Gabriel's site and with the property owners (Cabot, Cabot & Forbes) of the adjacent St. Gabriel's Rectory site to work on issues in regards to site access points, enhanced pedestrian connections, building footprints, and other impacts that may arise from both projects.
- The PNF proposes that the setback from the Washington Street curb will be increased from the existing condition of 25 feet to 45 feet, allowing for a

traditional sidewalk with two rows of trees and plantings, creating a front yard experience to match that of the neighborhood context across Washington Street. By doing, this the Proponent suggests acknowledging the existing Olmsted Brothers landscaped buffer along the north side of Washington Street adjacent to the proposed project located at 159-201 Washington Street and the said project located at 139-159 Washington Street. The BPDA encourages the Proponent to continue to work with the IAG, community and City agencies on ways to improve the public open spaces along Washington Street and how the community at large can easily access these spaces.

- The Proposed Project features a mix of unit types in the first building, which is a rental building totaling approximately 250 rental units, that range from studios, one-bedrooms, two-bedrooms to 3-bedroom units. The Proponent intends to include all of the required affordable units on site. The second building, a condominium building totaling approximately 30 condominium units, includes one-bedroom, two-bedroom and three-bedroom units. The BPDA encourages the Proponent to continue to work with the IAG and community on the unit mix to help meet the demands of the neighborhood. The Proponent should look at the scenario of combining the rental units and the condominium units into one building.
- The BPDA encourages the Proponent work closely with the Boston Transportation Department (“BTD”) to address concerns regarding site access and egress, internal circulation from the Washington Street/Fidelis Way access point. The BPDA encourages the Proponent to continue to work with BTD on these issues.
- The Proponent has been working with the City of Boston’s Parks and Recreation Department to address site access through Monastery Path and pedestrian access to Fidelis Way Park, which is adjacent to the site. The BPDA encourages the Proponent to continue to work with the Parks and Recreation Department, along with the IAG and community, to address access points from both Washington Street, Warren Street and Fidelis Way.
- As stated in the PNF, the Proponent intends to provide approximately 250 parking spaces. A better understanding of how these spaces will be allocated must be provided in the DPIR. The Proponent should promote alternative modes of transit to new occupants and visitors to the site.

- All development projects have construction impacts. As with any urban development there needs to be a balance of constructions related inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the DPIR.

I. PROJECT SITE

The site of the Proposed Project is an approximately 3.3-acre lot located at 139-149 Washington Street between Monastery Road and Fidelis Way in the Brighton neighborhood of Boston (the "Project Site"). The Project Site is currently home to the St. John's Seminary Theological Institute and the ABCD Allston- Brighton Head Start, as well as the adjacent parking lot. The northern portion of the site currently contains surface parking. The site includes a 15-foot slope from the curb to the northernmost reaches of the property line, which is its highest point. At this edge, the slope immediately drops off overlooking Fidelis Way Park.

II. PROJECT DESCRIPTION

According to the PNF, the Proposed Project includes several massing and architectural elements to effectively integrate into the neighborhood context. The Proposed Project places residential units at street level along Washington Street with direct access stoop entrances, emphasizing the residential nature of the neighborhood. The height along Washington Street will be five (5) stories in order to relate to both the multifamily homes across the street and the taller buildings towards Commonwealth Avenue, thus re-establishing a contextual residential experience. Parking and loading will be de-emphasized by bringing these functions inside the building and creating a porte-cochere front door drop off feel. Loading, trash and move-in operations will be contained within the building.

The Proposed Project includes the construction of two (2) new residential buildings with a total of 360,000 gross square feet. The first building, located on the southern portion of the site, will contain approximately 250 apartments with a mix of studio, one-bedroom, two-bedroom and three-bedroom units. Studio and one-bedroom units will comprise approximately 53 percent of the building, while two- and three-bedroom units will comprise approximately 47 percent. The second building will be located on the northern portion of the site and will contain approximately 30 condominiums with a mix of one-bedroom, two-bedroom and three-bedroom

units. Approximately 27 percent of the units will be one-bedroom, approximately 53 percent of the units will be two-bedroom, and approximately 20 percent will be three-bedroom. Approximately 220 parking spaces will be located on the lower floors of the first building, and 30 parking spaces will be on the ground level of the second building, which results in a total parking ratio of one (1) space per unit. The Project will include an approximately 18,000 square-foot central courtyard as an amenity for the residents, with additional amenity space included on the roofs of the buildings.

III. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA, a DPIR that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-5.4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BPDA via the following website:
<https://attachments.bostonredevelopmentauthority.org/>.

The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. General Information

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architect(s)
 - (2) Business address, telephone number, FAX number and e-mail, where available for each
 - (3) Designated contact person for each
 - b. Legal Information
 - (1) Legal judgements or actions pending concerning the Proposed Project
 - (2) History of tax arrears on property owned in Boston by Applicant

- (3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Area

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of project area or certified survey of the project area.
- c. Current zoning

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs

(2) Estimated number of permanent jobs

- b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses and community groups.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

C. TRANSPORTATION COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code the analysis included in the DPIR must utilize as its framework

*the scope as outlined in the comments of the Boston Transportation Department ("BTD"), dated March 6, 2017 and included in **Appendix A**. These comments are attached herein by reference and must be addressed in their entirety in the DPIR.*

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc.)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces
- *Trash compactors/dumpsters need to be depicted as well.

Construction Management Plan

As the project in the DPIR advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTD will work with the proponents to execute the CMP.

The issues raised above should be addressed in the DPIR. BTD looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of Katie Pedersen, Senior Land Use Planner/Sustainability Specialist, BPDA, dated March 28, 2017, included in **Appendix A**. These comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR. The DPIR should

also include the most up to date Article 37/Interagency Green Building Committee ("IGBC") documentation.

Wind

The Proponent has stated that none of the Proposed Project buildings will be greater than 69 feet in height and thus a quantitative wind analysis of the pedestrian-level wind impacts from both existing (no-build) and build conditions shall not be required. However, the Proponent shall be required to perform a qualitative analysis of the pedestrian level winds (PLW) conditions. The analysis shall include public and other areas of pedestrian use, including entrances to adjacent buildings, sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project, and existing and proposed open spaces in the vicinity of the Proposed Project.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

Shadow

The Proponent shall be required to conduct a shadow analysis for both existing and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

The shadow impact analysis must include net new shadows as well as existing shadows; net new shadows shall have a clear graphic distinction.

The shadow impact analysis must show the incremental effects of the Proposed Project on the existing and proposed public open spaces and pedestrian areas including, but not limited to, sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project and parks, including but not limited to the Fidelis Way Park, plazas and other open space areas.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project design does not include the use of reflective glass or other reflective materials and thus a solar glare analysis shall not be required. However, if it is determined that a significant amount of glass will be included in the Proposed Project design, the Proponent shall be required to conduct a solar glare analysis. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

The Proponent shall be required to conduct a future analysis of the carbon monoxide levels if any of the intersections studied is anticipated to have a level of service (LOS) that is projected to deteriorate to D and cause a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS. The Proponent shall be required to demonstrate that Proposed Project does not create an adverse impact on air quality and demonstrate conformance with the National Ambient Air Quality Standards (NAAQS).

Noise

The Proponent shall be required to provide a description of the Proposed Project's mechanical systems and the location of the mechanical systems.

The Proponent shall be required to demonstrate that the Proposed Project will be in compliance with the sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and HUD's Residential Site Acceptability Standards and but, if anything should change, the Proponent shall be required to include measures designed to minimize and eliminate adverse noise impacts on nearby sensitive receptors.

Construction Impacts

As applicable, construction impact analysis shall include a description and evaluation of the following:

- (a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth's Clean Construction Initiative.
- (b) Potential noise generation and mitigation measures to minimize increase in noise levels.
- (c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- (d) Construction schedule, including hours of construction activity.
- (e) Access routes for construction trucks and anticipated volume of construction truck traffic.
- (f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- (g) Method of demolition of existing buildings on the site and disposal of the demolition waste, as applicable.
- (h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.
- (i) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or storm water runoff into the City's drainage system during the construction period.
- (j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.

- (k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
- (l) Measures to protect the public safety.

Rodent Control

Compliance with city and state rodent control program requirements must be ensured. Rodent inspection monitoring and treatment, if necessary, should be carried out before, during and at the completion of the construction period. Extermination for rodents shall be required for issuance of permits for demolition, excavation, foundations and basement rehabilitation. Licensed exterminators shall indicate before and during construction activity whether or not rodent activity is identified. Compliance with this policy will be monitored by the Rodent Control Unit of the Inspectional Services Department.

Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be "certifiable" under the most appropriate United States Green Building Counsel (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

The PNF indicates that the Proposed Project will use the LEED for New Construction v4 for BD+C as the rating system and shows the intent to achieve LEED Silver with 50 points.

Please see the **Boston Zoning Code Article 37, Green Buildings, and Climate Change Preparedness and Resiliency Review Procedures and Submittal Requirements**, found on the Boston Planning and Development Agency Article 37 Planning Initiatives webpage (<http://www.bostonplans.org/planning/planning-initiatives/article-37-green-building-guidelines>).

E. URBAN DESIGN COMPONENT

The DPIR must address the comments from Michael Cannizzo and Jill Zick, of the, BPDA, Design Department dated March 28, 2017 included in **Appendix A**. These comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.

- Explore providing **the parking and service** entry to the site off of either Monastery Road or Fidelis Way.
- Show the relationship of both buildings to Building #1 of the neighboring development (CCF)
- Work closely with the abutting development (CCF) on pedestrian access along their common edges
- Set-up meeting between Avalon Bay and CCF landscape architects to jointly resolve the preservation of the community connection to the Fidelis Way Park entry stair from both developments. In particular, they need to work together to study the area around the top of the existing stair that provides entry to the park. The focus should be on improving the quality of the connection from both sites, and improving the park entry sequence and experience to the top of the stair and along the stair and path to the park that is sited on the seam of the two developments.

Front Building

- **Vehicle** Access to the building should not be off of Washington Street
- Reduce the density of the front building - **footprint of the building is much larger than building found in the surrounding neighborhood**
- Show how residents of the front building can access Fidelis Way Park and the quality of that experience.

Rear Building

- All parking for the rear (upper) building site should be enclosed
- We need to better understand how pedestrians access the rear building
- We need to better understand how cars access the rear building for both parking and drop-off
- Vehicular access to the rear building should not be routed through the front (lower) building

F. INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed. Please continue to work with the Boston Water and Sewer Commission ("BWSC") and the Boston Groundwater Trust on Infrastructure impacts. The DPIR must address the comments of the Boston Water and Sewer Commission, dated November 18, 2016 and included in **Appendix A**.

G. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one newspaper of general circulation in the City of Boston a public notice of the submission of the DPIR to the BRA as required by Section 80A-2. This notice shall be published within five (5) days after the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty-five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix D**.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

H. INCLUSIONARY DEVELOPMENT POLICY/ AFFORDABLE HOUSING COMPONENT

As indicated in the PNF, the Proposed Project will comply with the Executive Order regarding the Inclusionary Development Policy executed on December 10, 2015 ("IDP") and the affordable housing requirements that will be required for a Planned Development Areas that governs this development site. The Proponent intends to meet its affordable housing obligation on-site. The DPIR should include the number of units to be created, the incomes of the households, the sizes and locations of the units, and the anticipated unit mix.

I. ACCESSIBILITY CHECKLIST

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix E**.

APPENDIX A
COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS AND ELECTED
OFFICIALS

Boston Planning and Development Agency

TO: Lance Campbell
FROM: Jill Zick & Michael Cannizzo
DATE: March 28, 2017
RE: 139-149 Washington Street (St. Gabriel's) Brighton, Massachusetts

BPDA Design Department Comments are as follows:

General

- Explore providing **the parking and service** entry to the site off of either Monastery Road or Fidelis Way.
- Show the relationship of both buildings to Building #1 of the neighboring development (CCF)
- Work closely with the abutting development (CCF) on pedestrian access along their common edges
- Set-up meeting between Avalon Bay and CCF landscape architects to jointly resolve the preservation of the community connection to the Fidelis Way Park entry stair from both developments. In particular, they need to work together to study the area around the top of the existing stair that provides entry to the park. The focus should be on improving the quality of the connection from both sites, and improving the park entry sequence and experience to the top of the stair and along the stair and path to the park that is sited on the seam of the two developments.

Front Building

- **Vehicle** Access to the building should not be off of Washington Street
- Reduce the density of the front building - **footprint of the building is much larger than building found in the surrounding neighborhood**
- Show how residents of the front building can access Fidelis Way Park and the quality of that experience.

Rear Building

- All parking for the rear (upper) building site should be enclosed
- We need to better understand how pedestrians access the rear building
- We need to better understand how cars access the rear building for both parking and drop-off
- Vehicular access to the rear building should not be routed through the front (lower) building

Boston Planning and Development Agency

TO: Lance Campbell
FROM: Katie Pedersen
DATE: March 28, 2017
RE: 139-149 Washington Street
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated October 26, 2016 and submit the following comments for the Environmental Protection component. AvalonBay Communities, Inc. (the “Proponent”) proposes to the construction of two new residential buildings. The first building will contain approximately 220 apartments with a mix of studio, one-bedroom, two-bedroom and three-bedroom units. The second building will contain approximately 30 condominiums with a mix of one-bedroom, two-bedroom and three-bedroom units. Approximately 220 parking spaces will be located on the lower floors of the first building and 30 parking spaces will be provided for the condominium building (the “Proposed Project”).

Wind

The Proponent has stated that none of the Proposed Project buildings will be greater than 69 feet in height and thus a quantitative wind analysis of the pedestrian-level wind impacts from both existing (no-build) and build conditions shall not be required. However, the Proponent shall be required to perform a qualitative analysis of the pedestrian level winds (PLW) conditions. The analysis shall include public and other areas of pedestrian use, including entrances to adjacent buildings, sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project, and existing and proposed open spaces in the vicinity of the Proposed Project.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

Shadow

The Proponent shall be required to conduct a shadow analysis for both existing and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

The shadow impact analysis must include net new shadows as well as existing shadows; net new shadows shall have a clear graphic distinction.

The shadow impact analysis must show the incremental effects of the Proposed Project on the existing and proposed public open spaces and pedestrian areas including, but not limited to, sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project and parks, including but not limited to the Fidelis Way Park, plazas and other open space areas.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project design does not include the use of reflective glass or other reflective materials and thus a solar glare analysis shall not be required. However, if it is determined that a significant amount of glass will be included in the Proposed Project design, the Proponent shall be required to conduct a solar glare analysis. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

The Proponent shall be required to conduct a future analysis of the carbon monoxide levels if any of the intersections studied is anticipated to have a level of service (LOS) that is projected to deteriorate to D and cause a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS. The Proponent shall be required to demonstrate that Proposed Project does not create an adverse impact on air quality and demonstrate conformance with the National Ambient Air Quality Standards (NAAQS).

Noise

The Proponent shall be required to provide a description of the Proposed Project's mechanical systems and the location of the mechanical systems.

The Proponent shall be required to demonstrate that the Proposed Project will be in compliance with the sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and HUD's Residential Site Acceptability Standards and but, if anything should change, the Proponent shall be required to include measures designed to minimize and eliminate adverse noise impacts on nearby sensitive receptors.

Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be “certifiable” under the most appropriate United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

The PNF indicates that the Proposed Project will use the LEED for New Construction v4 for BD+C as the rating system and shows the intent to achieve LEED Silver with 50 points.

Please see the **Boston Zoning Code Article 37, Green Buildings, and Climate Change Preparedness and Resiliency Review Procedures and Submittal Requirements**, found on the Boston Planning and Development Agency Article 37 Planning Initiatives webpage (<http://www.bostonplans.org/planning/planning-initiatives/article-37-green-building-guidelines>).



Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

November 28th, 2016

RE: 139-149 Washington Street, Brighton, MA 02135
Project Notification Form
Boston Planning and Development Agency

The Disability Commission has reviewed the Project Notification Form that was submitted for 139-149 Washington Street in Brighton. Since the proposed project is planned to be a vibrant destination area for housing, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **Accessible Group 2 Units:**

- We would like to request more details on the accessible Group 2 units within the Project, including locations, types and floor plans.
- Will any accessible Group 2 units will be included in the Inclusionary Development Policy? If so, how many?
- Select ground-level units are shown to have stoops. We do not support this as this limits persons with disabilities and those who would like to age-in-place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would recommend that exterior stoops incorporate an accessible means of circulation in order to allow for full and equal participation for persons with disabilities.

▪ **Accessible Route and Entry:**

- Please elaborate on the circulation strategies being employed to help mitigate the challenging slopes of the site, as it relates to pedestrian circulation.
- We encourage the Proponent to work with their abutters to find an accessible solution to the slope challenges of the site regarding pedestrian circulation (especially to the condominium portion of the site).
- Please provide detail on all walkways and plazas within the Site, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous, as well as for the ease of maintenance.

- **Construction:**
 - Do you anticipate any portion of the Project going through the Public Improvement Commission? If so, please identify and provide details.
- **Community Benefits:**
 - Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?
- **Wayfinding:**
 - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- **Variances:**
 - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

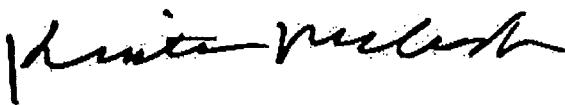
Commission's General Statement on Access:

The Mayor's Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" (*"easily accomplishable and able to be carried out without much difficulty or expense"*).

The Commission is available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.

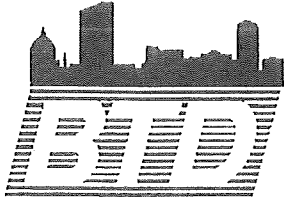


Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov
617-635-3682

Reviewed by:

Patricia Mendez AIA, Architectural Access Specialist
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
sarah.leung@boston.gov
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BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

April 14, 2017

Lance Campbell, Project Assistant
Boston Planning and Development Agency
Boston City Hall, 9th Floor
Boston, MA 02201

RE: 139-149 Washington Street ("PNF")

Dear Lance:

Thank you for the opportunity to comment on the 139-149 Washington Street Project Notification Form dated October 26, 2016. The Project Notification Form is initiating a review of the following proposed Project:

The Avalon Project is located at 139-149 Washington Street in Brighton MA. The Project site is located between Monastery Road and Fidelis Way. The Project will include the construction of two new residential buildings. The first building will contain approximately 220 apartments with a mix of studio, one-bedroom, two-bedroom and three-bedroom units. The second building will contain approximately 30 condominiums with a mix of one-bedroom, two-bedroom and three-bedroom units. Approximately 220 parking spaces will be located on the lower floors of the first building and 30 parking spaces will be provided for the condominium building.

The Boston Transportation Department (BTD) has reviewed the PNF and BTD has identified some concerns in the PNF below which BTD looks forward in resolving with the proponent.

1. The proposed egresses of the Project
2. How one proposed egress works with another adjacent Project (St. Gabriel's Site)
3. Traffic Impacts to Washington Street
4. Traffic Impacts to Fidelis Way
5. Signal Timing Improvements using the signal equipment that currently exists at each intersection between Cambridge Street and Commonwealth Avenue. The intent of the

MARTIN J. WALSH, Mayor

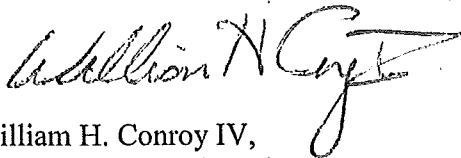
signal timing modifications to each corridor is to provide more efficient vehicle travel west-east through the corridors, while also providing pedestrian improvements via concurrent pedestrian phasing that will allow for longer walk times. Progressive signals should be considered for this corridor as well.

6. The implementation of Transportation Demand Management Plan needs to be determined and these items should include but not limited to:
 - 1) The installation of Hubway Stations
 - 2) The proponent will work with a car sharing service to determine whether it is possible to provide car sharing vehicles within the garage.
 - 3) 5% of the garage spaces will be equipped with electric vehicle charging stations. The garage will also include the infrastructure in place to increase this percentage to 15% should the demand arise.
 - 4) The proponent should consider working with existing and future abutters on the implementation of shuttle service to be implemented in the area with connections to MBTA transit lines.
 - 5) Bike parking should be installed in accordance with BTM's Policy Parking Guidelines.
7. A detailed comprehensive curbside regulation plan
8. Internal traffic circulation within the site
9. Loading and unloading within the site

The Proponent will also be responsible in the preparation of a Transportation Access Plan Agreement (TAPA). The TAPA is a formal legal agreement between the project proponent and the BTM. The TAPA formalizes the findings of the Transportation Access Plan, mitigation commitments, elements of access and physical design, and any other responsibilities that agreed to by both the proponent and the BTM. Since the TAPA must incorporate the results of the technical analysis, physical design, and assessment of mitigation requirements, it must be executed after these processes have been completed. However, the TAPA must be executed prior to approval of the project's design through the City of Boston's Public Improvements Commission (PIC). An electronic copy of the basic TAPA form is available from BTM. It is the proponent's responsibility to complete the TAPA so that it reflects the specific findings and commitments for the project, and to get BTM review and approval of the document.

BTD looks forward in working with the proponent's from the Avalon Project and the BPDA in developing a Draft Impact Report (DIR) that will help minimize traffic impacts and improve transportation conditions in the area.

Sincerely,

A handwritten signature in dark ink, appearing to read "William H. Conroy IV". The signature is fluid and cursive, with a large, stylized "W" and "C".

William H. Conroy IV,
Senior Transportation Planner

- Cc: Vineet Gupta, Director of Policy and Planning
- John DeBenedictis, Director of Engineering

Liza Meyer Boston Parks & Recreation Department

I met with the developer for St. Gabriel's at the site today to look at the connection to Overlook Park. As you know, there is a continuous stairway from their site, along the edge of the park, past Brighton High School and down to Warren Street. We discussed how to make this stairway safer, more accessible, and better connected to their site (and ultimately to Washington St - though that wasn't the focus of our attention today).

They are going to look at what it might take to replace the stairs with an ADA accessible ramp between their site and the park proper (the stairs are on BPRD property). This would need to be coupled with grading improvements, planting strategies and thoughtful building siting and access to make it a successful improvement. Ultimately, improving this connection is a benefit to their project because future residents at St. Gabriel's (and the adjacent Avalon Bay site) stand to gain the most from better park access.

As they continue to work with the BRA, can this improvement be part of the ongoing design discussions? We first have to see what's feasible in terms of grading. If we can connect all the way out to Washington - instead of just to the entry plaza at their proposed Building 1 - all the better. I know that consideration is tied into how these two development parcels relate to each other so that's another piece of the puzzle.

Thanks

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

November 18, 2016

Mr. Lance Campbell
Boston Planning & Development
One City Hall Square
Boston, MA 02201

Re: 139-149 Washington Street

Dear Mr. Campbell:

The Boston Water and Sewer Commission (Commission, BWSC) has reviewed the Project Notification Form (PNF) for the proposed 139-149 Washington Street Project (Project). The Project site is located at 139-149 Washington Street, which is located between Monastery Road and Fidelis Way in the Brighton neighborhood of Boston. The Project consists of the demolition of the existing structures and the construction of two new five- to six-story residential buildings, with one building containing approximately 220 apartments and one building containing approximately 30 condominiums. Approximately 220 parking spaces will be located on the lower floors of the first building and 30 parking spaces will be provided for the condominium building.

For sanitary sewer and storm drainage service the Project site is served by a 15-inch BWSC sanitary sewer and an 18-inch BWSC storm drain on Washington Street. There is also a 10-inch sanitary sewer and a 12-inch storm drain on Fidelis Way which are owned by the Boston Housing Authority (BHA). Total sanitary flow for the Project is estimated at 44,660 gallons per day (gpd).

For water service the Project site is served by a 12-inch BWSC water main on Washington Street. Also, there is a private 18-inch water main located on Fidelis Way. Water demand for the Project is estimated at 49,126 gpd.

The Commission has the following comments regarding the proposed Project:

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections. To assure compliance with the Commission's requirements, the Proponent should submit the site plan and General Service Application to the Commission's Engineering Customer Service Department for review when the design for the Project is at 50 percent complete.

2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
3. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscaping), wastewater generation, and stormwater runoff for the Project.
4. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
6. Before the Proponent demolishes the existing structures the existing water and sewer connections to the structures must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

7. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
8. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four

gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.

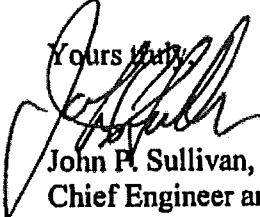
9. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
10. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the DEP. In order to achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate all stormwater discharging from impervious areas. The Proponent must submit with the site plan a phosphorus reduction plan for the Project.
11. The Proponent must fully investigate methods for infiltrating all stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project.
12. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
13. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
14. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.

15. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

16. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
17. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
18. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.


Yours truly,
John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as

cc: Michael Roberts, AvalonBay Communities, Inc.
Marianne Connolly, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Phil Larocque, Boston Water and Sewer Commission

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

To : Lance.Campbell@Boston.gov

Dear Mr. Campbell,

I write to express my concerns regarding the 139-149 Washington Street Development being proposed by Avalon Bay Communities Inc.

We need a planning process for Allston Brighton

This piecemeal approach to development is doing our community a huge disservice. Development projects along the Washington Street corridor in Brighton need to be undertaken in the context of an inclusive neighborhood wide planning process. This is a community concern that comes up at every meeting to discuss proposed developments in Allston Brighton. It is not good enough to say there is no money for planning, why is the agency called the Boston Planning and Development Agency when they are not doing any planning? Building all these new developments without looking at the big picture and considering public safety, transportation, greenspace, schools, emergency planning etc is not good policy.

Parking and Traffic

The unresolved issues with the Saint Elizabeth's IMP with regard to parking are a great concern in this already congested area. Saint Elizabeth's currently uses 400 parking spaces on the 159-201 Washington Street and 139-149 Washington Street locations. In addition, this development is proposing 250 units of housing with only 250 parking spaces. This is unrealistic as it assumes that only one person in a unit will have a car given that our public transit system is already over capacity. Even if residents use public transit to commute to work many will still have cars for taking kids to school, recreational activities, shopping etc.

Visitor parking and car sharing

The plan does not make any allowance for visitor parking. Is there a proposal to have car sharing on site?

Density

This development of 250 units with 250 parking spaces is proposed for 3.3 acres. This development is too dense especially when taken in the context of all the other development that is in the pipeline for the immediate neighborhood.

In the Washington Street Corridor in Brighton between 5 Washington Street and 460 Washington Street, (a distance of 1.1 miles) there are proposals for 1376 units of new housing with only 1027 parking spaces.

- 5 Washington Street 118 units
- 101-105 Washington Street 73 units
- 139-149 Washington Street 250 units
- 159- 201 Washington Street 679 units
- 425 Washington Street 54 units
- 458-460 Washington Street 28 units
- 386-388 Market Street 17 units
- 375 Market Street 39 units

Lacks connection to the neighboring community.

The design concept presents almost as a “gated community” that does not have connection to the neighborhood. The modification of the plan to include a 45 feet setback on Washington Street helps somewhat. But the building itself is out of scale and lacks any meaningful connection to the surrounding community.

Vehicular access on Washington Street

The proposal to have a curb cut with access directly onto Washington Street seems impractical especially at traffic time.

More condominiums for owner occupancy needed.

Allston Brighton is a neighborhood that is out of balance in terms of income inequality and demographics. We have a very low owner occupancy rate, which has a destabilizing impact on the community. We need more opportunities for owner occupancy for those young people and retirees who want to make Brighton their home. Of the 2,095 units in the pipeline in Brighton there are only 125 condos. Condominiums that come to market in Brighton sell very quickly so there is a large unmet demand. Large projects like this present an opportunity to increase owner occupancy if at least 20% of the units were condos.

Thank you for the opportunity to comment on this project.

Sincerely,

Liz Breadon

33 Champney Street

Brighton



Lance Campbell <lance.campbell@boston.gov>

comments on project 139-149 Washington St (Avalon Bay)

1 message

Leslie Bordonaro <bordonaro_lz@hotmail.com>

Fri, Dec 9, 2016 at 2:54 PM

To: "Viktoria.Abolina@Boston.gov" <Viktoria.Abolina@boston.gov>, "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>, "michael.rooney@boston.gov" <michael.rooney@boston.gov>

I have not been able to attend the meetings on 139-149 Washington/Avalon Bay project but I am including below some of my concerns about the 159-201 Washington street project slightly adjusted that are just as relevant to Avalon Bay:

I have some major concerns with this housing project.

1. TRAFFIC: The traffic along Washington St. is already pretty horrendous. I'm afraid that I won't be able to get anywhere when I leave my home after this project is built. We already have to allow for 5-10 minutes just to cross Comm Ave, or get past St. Elizabeth in the other direction. The cars are often backed up all the way to Monastery from Comm. Ave, and going the other way, the light at Washington/Cambridge street is always backed up past St Elizabeth's and further.

The LAST thing we need on this stretch of Washington St. is ANOTHER traffic light but we already have to take special care every time we come out of Shannon on to Washington, so any additional traffic will only increase the danger. Two HUGE developments in that location will make it unbearable. Somebody will be killed I've no doubt.

2. PUBLIC TRANSPORTATION: If 100s of new people from these developments are taking the B line at Washington street during rush hour there won't be space to breath on the train. Quite often the train is literally packed, standing room only at Washington St. (This was not always the case. I used to pretty much feel guaranteed a seat inbound from there.)

What's going to happen to us commuters when this development (and the others) all funnel more people into the B train? It's already the worst line in the city. Less service, crowded trains, SLOW trips.

3. OPEN SPACE: I know the 159-201 developers say they want to leave the landscape along Washington street alone, and have no idea about this development. But **whatever** they do they will be taking some open space away. The fact is that Brighton is woefully short of open space and trees. There is NOT ONE street tree along the street I live on, Union. Even the one little playground along Union has recently been renovated - which is nice, but we currently only have small trees, and no shade, along the street because the mature pines were cut down. It was the ONLY patch of shade along the street.

I would MUCH PREFER this whole St. Gabriel's area be designated a permanent OPEN SPACE for quality of life issues for the whole neighborhood - for Brighton Ctr even. We have almost NO PARKS of any size in this part of town. We desperately NEED our tree lungs to keep this town liveable!

Leslie Bordonaro

61R Union St.

Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 139-149 Washington Street

4 messages

no-reply@boston.gov <no-reply@boston.gov>

Fri, Dec 9, 2016 at 12:19 PM

To: BRAWebContent@cityofboston.gov, lance.campbell@boston.gov

CommentsSubmissionFormID: 1402

Form inserted: 12/9/2016 12:18:41 PM

Form updated: 12/9/2016 12:18:41 PM

Document Name: 139-149 Washington Street

Document Name Path: /Development/Development Projects/139-149 Washington Street

Origin Page Url: /projects/development-projects/139-149-washington-street

First Name: Rosa

Last Name: Tempesta

Organization:

Email: rmtempesta@msn.com

Street Address: Washington St

Address Line 2:

City: Brighton

State: MA

Phone: (470) 588-5378

Zip: 02135

Comments: This project will bring in anywhere from 250-1,000 cars, below symbolizes 250-1,000 cars:

[illegible]

PMContact: lance.campbell@boston.gov

Fri, Dec 9, 2016 at 12:42 PM

%%%%%%%%%%%%%%% This project is
 too dense and brings in too many people in that space, especially in combination with the project being considered on

the opposite corner. Zoning regulations should not be changed, not this much anyway. Developers should be required only 2 or 3 family units, at best condo home ownership. We cannot continue to fill our city with studio and one bedroom apartments with small rooms for single people. Such trends push parents and children out of the neighborhood. Also, this creates a transient population that is not good for the family-oriented neighborhood that we seek. THIS PROJECT SHOULD BE STOPPED...at best severely limited to only one building, in the back enabling the frontage to be green space. Also, this project should only be approved only after the developers and any/all officials that want this project build this exact project across the street from their own private homes. Changing our neighborhood for the worse is permanent, unlike the transient population that will be allowed here.

PMContact: lance.campbell@boston.gov

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, lance.campbell@boston.gov

Fri, Dec 9, 2016 at 12:50 PM

CommentsSubmissionFormID: 1404

Form inserted: 12/9/2016 12:50:20 PM

Form updated: 12/9/2016 12:50:20 PM

Document Name: 139-149 Washington Street

Document Name Path: /Development/Development Projects/139-149 Washington Street

Origin Page Url: /projects/development-projects/139-149-washington-street

First Name: Rosa

Last Name: Tempesta

Organization:

Email: rmtempesta@msn.com

Street Address: Washington St

Address Line 2:

City: Brighton

State: MA

Phone: (470) 588-5378

Zip: 02135

Comments: 1) This project must be stopped, or at best, cut back to only one building in the back, for home ownership only. This would allow for more permanent residents and allow the front for green space. As it is, there are not enough playgrounds/open space for the children in the area. Studies show that children must have playgrounds within walking distance in order to develop important cognitive and social skills. This project removes the only playground in that area. 2) Major improvements to public transportation system is needed. 3) Their goal should be car-free transportation... foot, bike, or transit only. 4) Brighton/Allston is the student capital of Boston. This project needs to be car free/truck free, especially with the annual move-in/move-out dates of August 31-September. 5) Crime and pollution will increase. 6) I would like the developers and any/all officials that want this project to build this exact project across the street from their homes as well.

PMContact: lance.campbell@boston.gov

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, lance.campbell@boston.gov

Fri, Dec 9, 2016 at 5:35 PM



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 139-149 Washington Street

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Dec 6, 2016 at 9:02 PM

To: BRAWebContent@cityofboston.gov, lance.campbell@boston.gov

CommentsSubmissionFormID: 1401

Form Inserted: 12/6/2016 9:02:32 PM

Form updated: 12/6/2016 9:02:32 PM

Document Name: 139-149 Washington Street

Document Name Path: /Development/Development Projects/139-149 Washington Street

Origin Page Url: /projects/development-projects/139-149-washington-street

First Name: Annette

Last Name: Pechenick

Organization:

Email: arph@rcn.com

Street Address: 97 Colborne Road

Address Line 2:

City: Brighton

State: MA

Phone: (617) 987-2134

Zip: 02135

Comments: I am very frustrated at the lack of planning on behalf of this project. It is utter ludicrousness to want dwellers to pay for parking. Our neighborhood is already taxed with its lack of parking. Not only should parking be provided at no cost but that for every one bedroom to have two parking spaces, a three bedroom six parking spaces, a four bedroom to have four parking spaces. The community/neighborhood feels completely ignored by the "elephant in the room". There has not been enough opportunity to fix the congestion on Washington Street. There should be a better study to represent the massive congestion Washington Street will have if this project is given a go ahead. There should not be access to Washington Street for egresses, but, instead perhaps Warren Street. These developments would have in excess of 1,000 cars and the neighborhood just could not work. What is Avalon doing for the neighborhood? As far as I can tell, not much. We need to be represented to make the Board of Appeals understand our situation and not give the go ahead on such a massive redevelopment. The Mayor and City Councilmen should attend the next meeting so that we can actually be heard and that it should be recorded so there are notes for everyone concerned to look at. Zoning should not even be discussed until our needs are addressed. The development should give shuttle bus services to the Longwood Medical Area, the C line, and the B line so that there would be a decrease need for cars.

PMContact: lance.campbell@boston.gov



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 139-149 Washington Street

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, Nov 14, 2016 at 6:41 PM

To: BRAWebContent@cityofboston.gov, lance.campbell@boston.gov

CommentsSubmissionFormID: 1319

Form inserted: 11/14/2016 6:41:10 PM

Form updated: 11/14/2016 6:41:10 PM

Document Name: 139-149 Washington Street

Document Name Path: /Development/Development Projects/139-149 Washington Street

Origin Page Url: /projects/development-projects/139-149-washington-street?utm_source=Neighborhoods&utm_campaign=5e73eb0538-139-149_Washington_Public_Meeting11_14_2016&utm_medium=email&utm_term=0_bccda74844-5e73eb0538-198158669

First Name: Annette

Last Name: Pechenick

Organization:

Email: arph@rcn.com

Street Address: 97 Colborne Road

Address Line 2:

City: Brighton

State: MA

Phone: (617) 987-2134

Zip: 02135

Comments: There needs to be more parking available and the project should not have access on Washington Street but open on Warren Street. The development should also use shuttle buses to Kenmore and Riverside so there would be less cars causing less traffic congestion.

PMContact: lance.campbell@boston.gov



Lance Campbell <lance.campbell@boston.gov>

Fwd: Contact Us Submission: # 2379 // Development

1 message

Michael Christopher <michael.christopher@boston.gov>

Wed, Jul 13, 2016 at 7:45 AM

To: lance.campbell@boston.gov, katelyn.sullivan@boston.gov, michael.rooney@boston.gov

FYI

Sent from my iPhone

Begin forwarded message:

From: kentico@boston.gov

Date: July 13, 2016 at 7:42:53 AM EDT

To: BRAWebContent@boston.gov, michael.christopher@boston.gov

Subject: Contact Us Submission: # 2379 // Development

CommentsSubmissionFormID: 2379

Form inserted: 7/13/2016 7:42:11 AM

Form updated: 7/13/2016 7:42:11 AM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

Origin Page Url: /about-us/contact-us

First Name: Jim

Last Name: Magarian

Organization: Resident/Homeowner

Email: james.magarian@gmail.com

Street Address: 108 Washington St.

Address Line 2: Unit 22

City: Brighton

Subject: michael.christopher@boston.gov:Development

State: MA

Phone: (978) 987-7955

Zip: 02135

Comments: Dear BRA, I'm writing to provide neighbor input on the proposed apartment development projects on Washington St. in Brighton (e.g., 101-105 Washington, 159 Washington, 139-149 Washington). I am a resident and condo-owner at 108 Washington st. First, our household welcomes development on Washington St. We've always thought that Brighton had a lot of potential to be part of the solution for Boston's housing shortage. Also, we've thought that new development could help the area in a number of ways by bringing a new infusion of community investment, focusing renewed attention on transit, and

bringing some new retail nearby, etc. There's really only one key point we want to raise to the BRA's attention: These new proposals are heavily rental-oriented (if not all rental). As neighbors, we'd just really like to advocate strongly for a mix of rental + condos. As you know, Brighton is an accommodating home to thousands of transient renters (largely college students). We feel that community-building, community investment and community involvement would all benefit if the neighborhood had a combination of ownership/rental (across all income levels). Owners are more likely to invest in the community in a variety of ways that are less likely among renters. We think Brighton would really benefit from this. We hope the BRA will consider advocating for a mix of rentals + condos at the Washington St. developments. While we don't have access to the statistics, our intuition is that Brighton is proportionally rental-heavy. Let's invest in Brighton by providing opportunities for people to put down ownership roots here. Sincerely, Jim

CommentsSubmissionFormID: 1405

Form inserted: 12/9/2016 5:34:51 PM

Form updated: 12/9/2016 5:34:51 PM

Document Name: 139-149 Washington Street

Document Name Path: /Development/Development Projects/139-149 Washington Street

Origin Page Url: /projects/development-projects/139-149-washington-street

First Name: Bob

Last Name: Pessek

Organization: Allston Civic Association

Email: grillkpessek@verizon.net

Street Address: 9 High Rock Way #1

Address Line 2:

City: Allston

State: MA

Phone: (617) 562-0390

Zip: 02134

Comments: This will b brief, because of the uncertainty of the zoning issues involved in this project and the adjacent St. Gabriel's development. In short, 139-149 Washington St., as presented, has too many units, and not enough required home ownership or open space. A poorly planned use of urban space that seems to strengthen the stereo type of developers who don't care about the community in which the project is located, but are most interested in maximizing profit. As to the architecture, the "look" of the building, there is not enough information available to make comment. But the most frustrating aspect of the combined St. Gab's and this project is the zoning. Will there be a PDA? What will be the yardstick by which anyone can judge or comment on the projects? And this is as both of them move forward. Not a shining moment for the shiny, new BPDA.

PMContact: lance.campbell@boston.gov

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP



Lance Campbell <lance.campbell@boston.gov>

139-149 WASHINGTON STREET

1 message

Diane Kline <klinelopa@msn.com>

Sat, Dec 10, 2016 at 4:23 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Lance Campbell, Senior Project Manager
Boston Planning & Development Agency

Dear Lance:

I would like to submit the following comments with regard to the proposed development at 139-149 Washington Street in Brighton:

The developer, Avalon Bay, has proposed 220 rental units and 30 condominiums. Even with the adjusted FAR of 2.1, this project is still far too dense. With 250 proposed parking spaces, parking for residents of this development is inadequate and neighbors are rightly concerned that many more cars will be competing for the few street spaces that exist in the neighborhood. There is no visitor parking provided and traffic continues to be a major concern.

The developer has increased the front setback from 25 to 45 feet but side setbacks are still inadequate. The existing green space is an internal courtyard and is for the benefit of the residents only. If the courtyard were decreased, increased side setbacks could be accommodated and the resulting green space enjoyed by both residents and neighbors.

Access to the property is problematic and has yet to be resolved. The developer is investigating a direct entrance from Washington Street and having conversations about the use of Fidelis Way. Access needs to be decided before further consideration of this proposal can be made.

There are too few opportunities for people to own their own homes in Brighton, and the creation of home ownership opportunities is paramount. With just 30 of the 250 proposed units designed as condos, this development does not address this problem in a satisfactory way. The community is consistent in its insistence that developers provide greater opportunity for home ownership. Deed restrictions requiring buyers live in their units and not rent them have been discussed and should be fully investigated by the developer.

The developer is complying with the Inclusionary Development Policy by providing 13% on-site affordable units. In today's market with sky high prices on property, the number of affordable units should be increased to allow for greater diversity of both tenants and home owners.

Before this project or the abutting St. Gabriel's project proceed, the zoning for both these sites needs to be resolved. After one very contentious public meeting, it is the opinion of the vast majority of neighbors that this issue needs to be resolved before this project can go forward.

Thanks,
Diane Kline
Radnor Road, Brighton

APPENDIX D
EXAMPLES OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Planning & Development Agency (BPDA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report (DPIR) for Large Project Review has been received from

(Name of Applicant)

for _____

(Brief Description of Project)

proposed at _____.

(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BPDA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Michael Rooney, Project Assistant, Boston Planning & Development Agency, Boston City Hall, Boston, MA 02201, within seventy five (75) days of this notice or by _____. Approvals are requested of the BPDA pursuant to Article 80 for _____.

The BPDA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BPDA finds that the _____ adequately describes the Proposed Project's impacts.

BOSTON REDEVELOPMENT AUTHORITY

Teresa Polhemus, Executive Director/Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

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

Article 80 | ACCESSIBILITY CHECKLIST

1. Project Information:

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

Project Name:	
Primary Project Address:	
Total Number of Phases/Buildings:	
Primary Contact (Name / Title / Company / Email / Phone):	
Owner / Developer:	
Architect:	
Civil Engineer:	
Landscape Architect:	
Permitting:	
Construction Management:	

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)? **If yes**, identify and explain.

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:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Ftrs.
First Floor Elevation:		Is there below grade space:	Yes / No

Article 80 | ACCESSIBILITY CHECKLIST

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: <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:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i>				
Is the development site within a historic district? <i>If yes</i> , identify which district:				
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:				

Article 80 | ACCESSIBILITY CHECKLIST

<p>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:</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? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</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>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?</p>	
<p>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?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

Article 80 | ACCESSIBILITY CHECKLIST

Will any portion of the Project be going through the PIC? <i>If yes</i> , identify PIC actions and provide 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?	
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?	
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?	
Where is the accessible visitor parking located?	
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	
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>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	
Are the accessible entrances and standard entrance integrated? <i>If yes</i> , describe. <i>If no</i> , what is the reason?	

Article 80 | ACCESSIBILITY CHECKLIST

<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	
<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>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><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></p>	
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	
<p><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></p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes, provide reason.</i></p>	
<p>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></p>	

Article 80 | ACCESSIBILITY CHECKLIST

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>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>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.</p>	
<p>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?</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? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	

Article 80 | ACCESSIBILITY CHECKLIST

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.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

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

-
-
-
-

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