



1970 Dorchester Avenue

December 20, 2018

Dorchester (Boston), Massachusetts

Mixed-Use Residential / Commercial Development

Small Project Review Application

Submitted pursuant to Article 80E of the Boston Zoning Code

Submitted by:



1 Beale Street LLC
c/o Tim Long & Associates
901 East Broadway
So. Boston, MA 02127

Prepared by:



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

Submitted to:



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

In Association with:

RCA, LLC
McKenzie & Associates, PC



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

December 20, 2018

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

**RE: Small Project Review Application ("SPRA")
Proposed Mixed-Use Residential / Commercial Development
1970 Dorchester Avenue, Dorchester**

Dear Director Golden:

On behalf of 1970 Beale Street LLC (the "Proponent"), as developer of 12,323 square feet of real property located at 1970 Dorchester Avenue in the Ashmont neighborhood of Dorchester (the "Project Site"). We are pleased to submit this Small Project Review Application ("SPRA") to the Boston Planning and Development Agency ("BPDA") in accordance with the Article 80E Small Project Review Requirements of the Boston Zoning Code.

The proposal is for a mixed-use multi-family, residential development with ground floor retail/services uses with approximately 49,858 gross square feet of floor area including 56 residential units and two-retail at-grade spaces with between 1,179 and 2,086 gsf along Dorchester Avenue (the "Proposed Project"). The proposed unit breakdown includes 32 studio and 24 one-bedroom units with accessory interior surface parking for 5-spaces accessed from the existing Beale Street curb-cut and driveway along with a large bicycle room and racks for 56 bicycles. Amenities include a residential gym/media room on the first floor, and a community room on the top floor next to the roof deck. The Site offers excellent transit access to downtown Boston via the adjacent Ashmont/Peabody Square MBTA Station. In addition, bus service along Dorchester Avenue connects the Project's residents to downtown and other Boston neighborhoods.

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

In support of the Article 80 Small Project Review process, the Proponent has conducted, and continues to conduct, community outreach with neighbors and abutters of the site, including meetings and discussions with elected representatives and other officials.

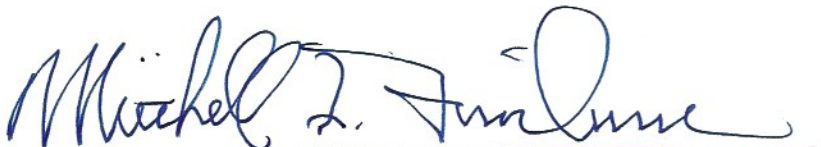
On behalf of the entire project team, we would like to thank you and the BPDA staff assigned to the 1970 Dorchester Avenue Project, particularly the Project Manager, John Campbell, and the reviewing BPDA Urban Designer, Matt Martin, for their invaluable assistance to date in assisting the development team in shaping the Proposed Project and in completing this comprehensive SPRA filing.

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

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

Very truly yours,

MITCHELL L. FISCHMAN ("MLF") CONSULTING LLC

A handwritten signature in blue ink, reading "Mitchell L. Fischman". The signature is written in a cursive style with a large, stylized initial "M".

Mitchell L. Fischman, Principal

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application (“SPRA”) is being submitted by Tim Long & Associates on behalf of 1 Beale Street LLC (the “Proponent”) in accordance with Article 80, Section 80E, of the Boston Zoning Code (“the Code”). The Proponent is excited to propose 1970 Dorchester Avenue – a new, mixed-use multi-family residential development (the “Project”) that includes both residential and ground floor retail uses located between 4 Beale Street at the corner of Beale Street and Dorchester Avenue, and MBTA’s bus access road from Dorchester Avenue to the Ashmont/Peabody Square MBTA Train Station (the “Site”). The Project will supply much-needed additional housing to the Dorchester neighborhood, and it will combine striking, contemporary architecture to further the ongoing redevelopment of Dorchester Avenue corridor and Ashmont Station transit node.

The Site, which is approximately 12,323 square feet in area, is a vacant site and presently contains a Verizon easement area. It is currently used as a staging area for another development under construction in the locale.

The Project will result in approximately 49,262 gross square feet of floor area including 56 residential units and two-retail at-grade spaces with between 1,179 and 2,086 sf along Dorchester Avenue. The proposed unit breakdown includes 32 studio and 24 one-bedroom units with accessory interior surface parking for 5-spaces accessed from the existing Beale Street curb-cut and driveway, along with a large bicycle room and racks for 56 bicycles. Amenities include a residential gym/media room on the first floor, and a community room on the top floor next to the roof deck. The Site offers excellent transit access to downtown Boston via the adjacent Ashmont/Peabody Square MBTA Station. In addition, bus service along Dorchester Avenue connects the Project’s residents to downtown and other Boston neighborhoods.

The existing zoning (Article 65, MFR/LS subdistrict of the Dorchester Neighborhood District) allows for multi-family residential uses and local retail and services as proposed as permitted uses.

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

1.2 Proposed Project

1.2.1 Project Site and Context

The Project parcel contains a total lot size of 12,323 Square Feet. The Site is currently fenced and serves as a construction staging area for a nearby project. At the front of the site along Dorchester Avenue is a Verizon easement for two concrete pads. There is also a small pad at the rear of the site along Beale Street. This rear pad will remain uncovered. See **Figures 1-1 thru 1-7** for project locus and photographs of existing site and context.

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

The property is mapped as Sheet 25025C0087G (effective 09/25/09) by the Federal Emergency Management Agency (FEMA) as a Flood Zone X, an Area of Minimal Flood Hazard, which is determined to be outside of the 1% chance of flooding.

1.2.2 Detailed Project Description

The proposed mixed-use residential development at 1970 Dorchester Avenue will consist of fifty-six (56) residential units and two ground floor retail/service spaces. All the residence will have access to the common roof space. The Project will include fourteen (14) residential units per floor, with a total of 56 bedrooms, up to 3,265 sf of ground floor commercial space, a residential gym/media room on the first floor and a community room on the top floor next to the roof deck, 5 garage parking spaces, and covered storage for 56 bicycles. The preliminary unit breakdown is for 24 studio and 32 one-bedroom units. The garage parking spaces will be accessed from Beale Street from an existing curb-cut that will be used for access into the new ground-level parking garage. Service and delivery vehicles will also access the project from Beale Street. All residents will have access to a common roof space.

All residential units will be designed to be larger than those specified in the BPDA’s Compact Housing Guidelines.

Please see below **Table 1-1** for Project Dimensions, and **Table 1-2** Proposed Residential Units by Floor.

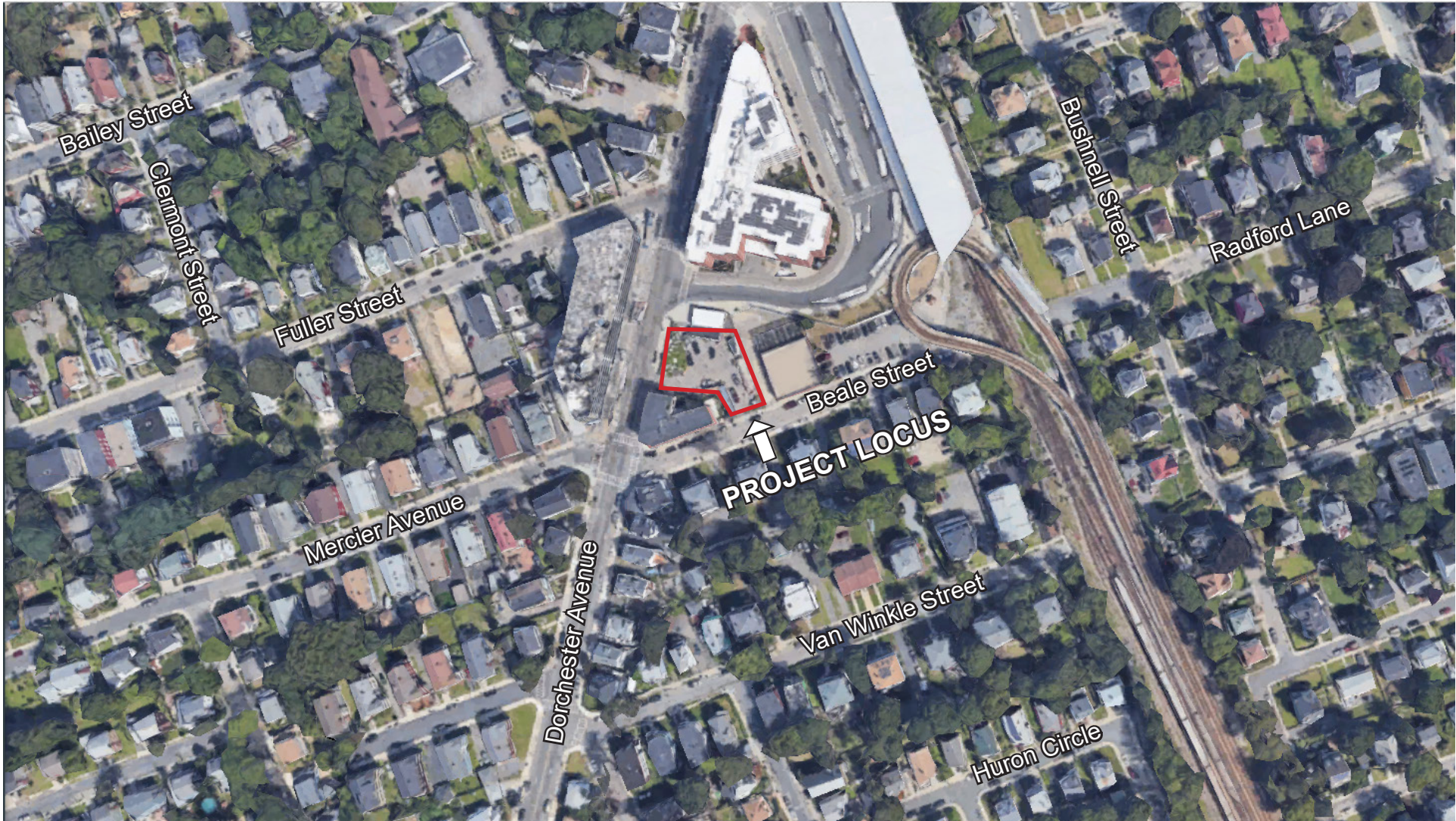
Table 1-1. Approximate Dimensions of Proposed Project

Lot Size	12,323 square feet
Gross Floor Area	49,262 +/- gsf
Floor Area Ratio (F.A.R.)	4.0 F.A.R.
Number of Floors	5-floors
Height	54' to the top of the Fifth Floor 63'- 6" to the top of the elevator headhouse

Table 1-2. Proposed Residential Units by Floor - 1970 Dorchester Avenue

Floor Level/ Unit Types	Studio (1)	1-BR (2)	Total Units Per Floor
2nd Floor	8	6	14
3rd Floor	8	6	14
4th Floor	8	6	14
5th Floor	8	6	14
Total	32-Units	24-Units	56-Units

- (1) Studio unit sizes range from 450 sf to 692 sf.
(2) One- Bedroom unit sizes range from 625 sf to 759 sf.



 1970 Dorchester Avenue

**Figure 1-1. Project Locus-
1970 Dorchester Avenue, Dorchester**

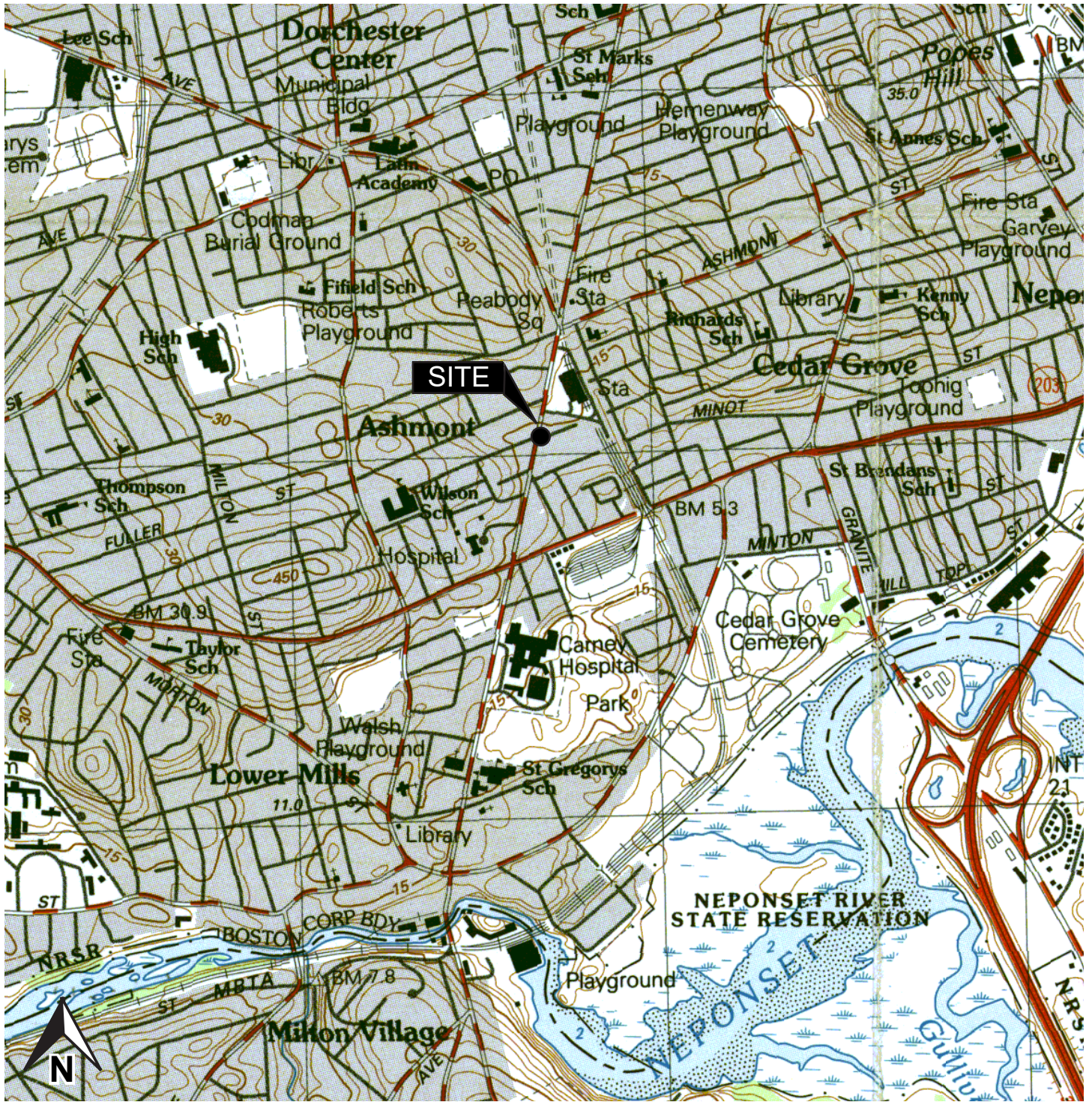


Figure 1-2. USGS Map-
1970 Dorchester Avenue, Dorchester

Figure 1-3. Neighborhood Context - Photographs



Figure 1-4. Neighborhood Context - Photographs



MBTA Bus Accessing Ashmont Station Adjacent to Site



MBTA Tracks at the End of Beale Street

Figure 1-5. Neighborhood Context - Photographs



Adjacent Dorchester Ave Building Near Ashmont MBTA Station



Existing Building Along MBTA Access Road Near the Site

Figure 1-6. Neighborhood Context - Photographs



Ashmont Landing Apartments at the Corner of Beale Street and Dorchester Ave



Existing MBTA Bike Storage Building Adjacent to Site

Figure 1-7. Neighborhood Context - Photographs



Mixed-Use 1975 Dorchester Ave Building Under Construction Across from Site



Existing Building or Under Construction on Opposite Side of Dorchester Ave

2.0 GENERAL INFORMATION

2.1 Proponent Information

2.1.1 *Project Proponent*

The 1970 Dorchester Avenue Proponent, 1 Beale Street LLC, is represented by Tim Long & Associates. Mr. Long has spent his career in real estate including construction, construction management, investment consultant and real estate development consulting.

Tim Long & Associates has formed a single purpose entity known as 1 Beale Street LLC which will hold title to the project.

Related Proponents include:

- Gregory and Brendan Feeney – Gregory and Brendan are life-long Dorchester business owners and core community employers. They have a history as successful businessmen, real estate developers and have employed a multitude of Dorchester Residents. They are owners of Feeney Brothers.
- Michael Ahern – Mr. Ahern has been involved in construction and construction management for 30 + years. Michael and his wife Kristen Ahern also are successful restaurateurs, who employ many local residents. They own and operate Dorchester’s Sweet Life Bakery.

2.1.2 Development Team

Table 2-1. 1970 Dorchester Avenue - Project and Team Information

Project Name	1970 Dorchester Avenue, Dorchester
Project Location	1970 Dorchester Avenue, with frontage along Dorchester Avenue and Beale Street in Dorchester’s Ashmont neighborhood.
Property Owner	The Project Site is owned by 1 Beale Street LLC
Project Proponent / Developer	<p>1 Beale Street LLC c/o Tim Long & Associates 901 East Broadway So. Boston, MA 02127 Tel: 617-947-7008</p> <p><u>Contact:</u> Tim Long tim@timlongboston.com</p>
Architect	<p>RCA, LLC 415 Neponset Avenue, Suite 2 Dorchester, MA 02122 Tel: 617-282-0039</p> <p><u>Contact:</u> Christopher Drew, Principal Designer Tel: 617-282-0039 cdrew@roche-christopher.com</p>
Article 80 Permitting Consultant	<p>Mitchell L. Fischman (“MLF”) Consulting LLC 41 Brush Hill Road Newton, MA 02461 Tel: 781-760-1726 Website: http://www.bostonpermitting.com</p> <p><u>Contact:</u> Mitchell L. Fischman, Principal mitchfischman@gmail.com</p>

Legal	<p>McKenzie & Associates, PC 183 State Street, Suite 6 Boston, MA 02109 Tel: 617-723-0400</p> <p><u>Contact:</u> Joseph Feaster, Esq. jfeaster@mckenzielawpc.com</p>
Environmental Consultant	<p>Environmental and Energy Solutions 22 Industrial Blvd Hanson, MA 02341 Tel: 781-892-9929</p> <p><u>Contact:</u> Joseph Dorsett</p>
Civil Engineer	<p>LVR Corporation 88 Foundry Street Wakefield Ma 01880</p>
Estimated Construction Commencement	2nd Quarter 2019
Estimated Construction Completion	3rd Quarter 2021
Approximate Construction Cost	\$12,000,000
Status of Project Design	Schematic

2.2 Public Benefits

The Project will result in a number of public benefits for the Dorchester and Ashmont neighborhoods, as well as for the city of Boston. These benefits include:

- Creating much-needed new housing;
- Improving the existing streetscape by providing active new retail use along Dorchester Avenue;
- Filling in a missing “tooth” (vacant site) and revitalizing the character of Dorchester Avenue;

- Contributing up to \$5,000.00 in matching funds for the first year, with second year funding to be determined, to support Dorchester Park Association’s Goats in the Park project;
- Providing additional property tax revenue to the city; and
- Creating construction-related employment opportunities.

2.3 Regulatory Controls and Permits

2.3.1 Zoning District

Map 5D of the Boston Zoning Maps indicates that the Project Site is located within the MFR (Multifamily Residential) / LS (Local Services) subdistrict (MFR/LS) established by the Dorchester Neighborhood District, Article 65 of the Boston Zoning Code (the “Code”).

2.3.2 Project Uses

The Project’s principal use, multifamily residential housing, is an allowed use within the MFR/LS Subdistrict. The Project’s retail local services component is also an allowed use, as is accessory parking within the subdistrict.

2.3.3 Applicable Dimensional Regulations

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

Dimensional Regulation	As-of-Right Condition in the MFR/LS Subdistrict	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Requested
Minimum Lot Size	4,000 sf for the 1 st 4-Units	12,323 gsf	NONE
Minimum Lot Area per Dwelling Unit	1,000 sf	160.05 sf	VARIANCE
Minimum Lot Width	40	91.5 ft	NONE
Minimum Frontage	40	91.5 ft.	NONE
Maximum Floor Area Ratio (F.A.R.)	1.0 FAR	4.0 F.A.R	VARIANCE
Maximum Building Height	3- stories / 35 ft	5-stories / 54 ft	VARIANCE
Minimum Usable Open Space per Dwelling Unit	400 sq. ft.	77.928 sq. ft. per unit; 4,364 total sq. ft.	VARIANCE
Minimum Front Yard	5 ft	0 ft	VARIANCE
Minimum Side Yard	10 ft	3 ft-1 inch to 5 ft	VARIANCE
Minimum Rear Yard	20 ft	20 ft	NONE
Rear Yard- Max. Occupancy of Building Percentage	25%	N/A	POSSIBLE VARIANCE

Dimensional Regulation	As-of-Right Condition in the MFR/LS Subdistrict	Proposed Condition (site-wide avg. or max., as applicable)	Zoning Relief Requested
Minimum Number of Parking Spaces	1.5 spaces (Per Unit)	5 Spaces	VARIANCE
Minimum Number of Loading Spaces	1.0	None	VARIANCE

2.3.4 Parking and Loading

The proposed fifty-six (56) residential units containing fifty-six (56) bedrooms will have five (5) parking spaces in the ground-level garage. The garage entry will be accessed from a curb-cut along Beale Street.

Because the Project’s off-street parking does not conform to the ratio of 1.5 space per residential unit and 2.0 spaces per 1,000 gsf of retail space set out in the Zoning Code, relief will be required from the Board of Appeal for this aspect of the Project.

The Project will not include a dedicated loading bay, and zoning relief will also be sought. Trash and recyclables will be stored within the building or within a confined area of the rear yard and wheeled to Beale Street to minimize congestion on Dorchester Avenue. Residential move-in/move-out activity will occur within the building.

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

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

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

2.4 Public Review Process

The Proponent has met with various neighborhood groups and other stakeholders about the Project. The Ashmont neighborhood has expressed great interest in the Project and has given helpful feedback on the proposed program and preliminary design. The Proponent has met with the following neighborhood groups or neighborhood associations:

- Ashmont Adams Neighborhood Association, September 6, 2018
- Ashmont Valley Neighborhood Association, September 11, 2018
- Greater Ashmont Main Streets, September 14, 2018
- Ashmont Hill Association, September 27, 2018
- Dorchester Lower Mills Association, October 4, 2018

The Proponent’s development team will continue to reach out and attend meetings with the City, neighborhood, community and business leaders regarding the Project during the Article 80E review process.

3.0 DESIGN

The project will significantly enhance the vacant lot and neighborhood by constructing a five-story mixed-use residential building fronting on Dorchester Avenue, and backing onto Beale Street. In total, the project will be comprised of 56 residential units with 2 first floor retail spaces. The new building with a maximum height of 54 feet to the top of the roof, and approximately 64 feet to the top of the headhouse - which will be setback from both Dorchester Avenue and Beale Street. The proposed building height and massing appropriately fit within the surrounding neighborhood.

Discussion of design elements for the proposed new building is provided in the sections below, and is illustrated on the plans, perspectives, photographs, and shadow studies that are included at the end of the Design Component (see **Figures 3-1 through 3-22**).

3.1 Site Context

The 1970 Dorchester Avenue parcel lies on the corner of Dorchester Avenue and the Ashmont/Peabody Square MBTA Station, having convenient bus routes, which will offer excellent transit access to downtown Boston.

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

3.2 Building Program

The projects development program will include approximately 3,336 square feet of first floor retail space, a residential lobby, 5 covered garage parking spaces accessed from Beale Street, and 56 residential units. The total blended (i.e., site-wide) F.A.R. is 4.0, which represents approximately 49,262 gross square feet of floor area as defined by the Zoning Code. Building mechanical spaces will be housed in the basement and on the roof. The program also includes a community room on the top floor, common outdoor space for building residents on the roof, and a gym/media room as well as a large bike storage room off the first-floor lobby area.

3.3 Design Concept

The Project's urban design goal is to significantly enhance this Dorchester mixed-used corridor along Dorchester Avenue by creating a pedestrian friendly environment and providing new housing, first floor retail space, and useable outdoor space. The design concept aims to infill the vacant site with a structure that is in scale with the mixed-use streetwall found along Dorchester Avenue and is consistent with the character of the neighborhood. The Project acknowledges the importance of the site, is appropriately scaled to relate to existing buildings on the street, and creates an architectural element that marks the site with new retail spaces and highlights the introduction of new construction co-existing with the urban fabric of

the larger block. The design enhances the distinct character of the existing buildings along Dorchester Avenue and Beale Street.

The Project's five-story volume will be clad with a variation of vertical metal and vertical nichiha siding as well as masonry at the first floor to relate to the existing surrounding buildings. It will likely feature a glassy retail spaces at the first floor anchoring the building as well as better relating to the new retail spaces along Dorchester Avenue.

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

The Project's design integrates the building with the scale and materiality of existing neighborhood structures and the proposed building at 1970 Dorchester Avenue. While carefully designing the new façade to reinforce the character of the neighborhood, a more contemporary architectural language and materials will be deployed to provide dialogue between the old surrounding buildings and the new proposed building.

All residential units will be designed to be larger than those specified in the BPDA's Compact Housing Guidelines.

3.4 Height and Massing

The massing of the Project has been designed to maintain the scale of the existing Dorchester Avenue structures by placing a five-story volume at the along Dorchester Avenue with a large parapet wall to scale the building back as it relates to the new structure. The subject property will be approximately 12-inches lower than the adjoining Curruth Building and approximately 25 ft. lower than the Trademark Building

3.5 Facade Design, Fenestration, and Building Materials

The facade and fenestration concept for the Project is intended to conform to the existing fabric and richness of the neighborhood while introducing a new building on the street. The new facade will conversely utilize larger and more modern windows, cladding materials, and details to create contrast along Dorchester Avenue. As referenced, the five-story volume will be clad in a variation of vertical metal and vertical nichiha siding as well as masonry at the first floor to relate to the existing surrounding buildings, and detailed in a more contemporary manner.

3.6 Exterior Signage and Lighting

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

Exterior lighting, where used, will be primarily indirect LED lighting to illuminate building entrances, ground surfaces, and pedestrian pathways, with particular attention paid to limiting ambient light on site.

3.7 Site Design

3.7.1 Open Space and Landscaped Areas

The Project Site will align with the main volumes of the flanking buildings along Dorchester Avenue which will allow space for pedestrians walking on the sidewalk to access the retail storefronts. The residential entrance along Dorchester Avenue will be recessed to allow for ease of access, with the building façade of the five-story volume angled to promote visibility along Dorchester Avenue. A deck is planned for the rooftop which will be setback from the perimeter to eliminate views from the street.

3.7.2 Pedestrian Circulation

The Project's design has taken special care in locating the tenant's 56-bicycle rack storage area. This area will be located adjacent to the residential lobby, providing direct access to secure bicycle parking.

3.7.3 Parking and Vehicular Circulation

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

3.8 Sustainable Design

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

3.9 Shadow Impacts

The proposed height of 5-floors is consistent with other building heights on both sides of Dorchester Avenue in the project vicinity. Impacts are expected to be limited to Dorchester Avenue and the adjacent sidewalks through the summer, fall, and spring. Overall, the Project's shadow impacts will be consistent with current patterns and will not adversely impact the Project site and surroundings (See **Figures 3-19** thru **3-22** for shadow studies).

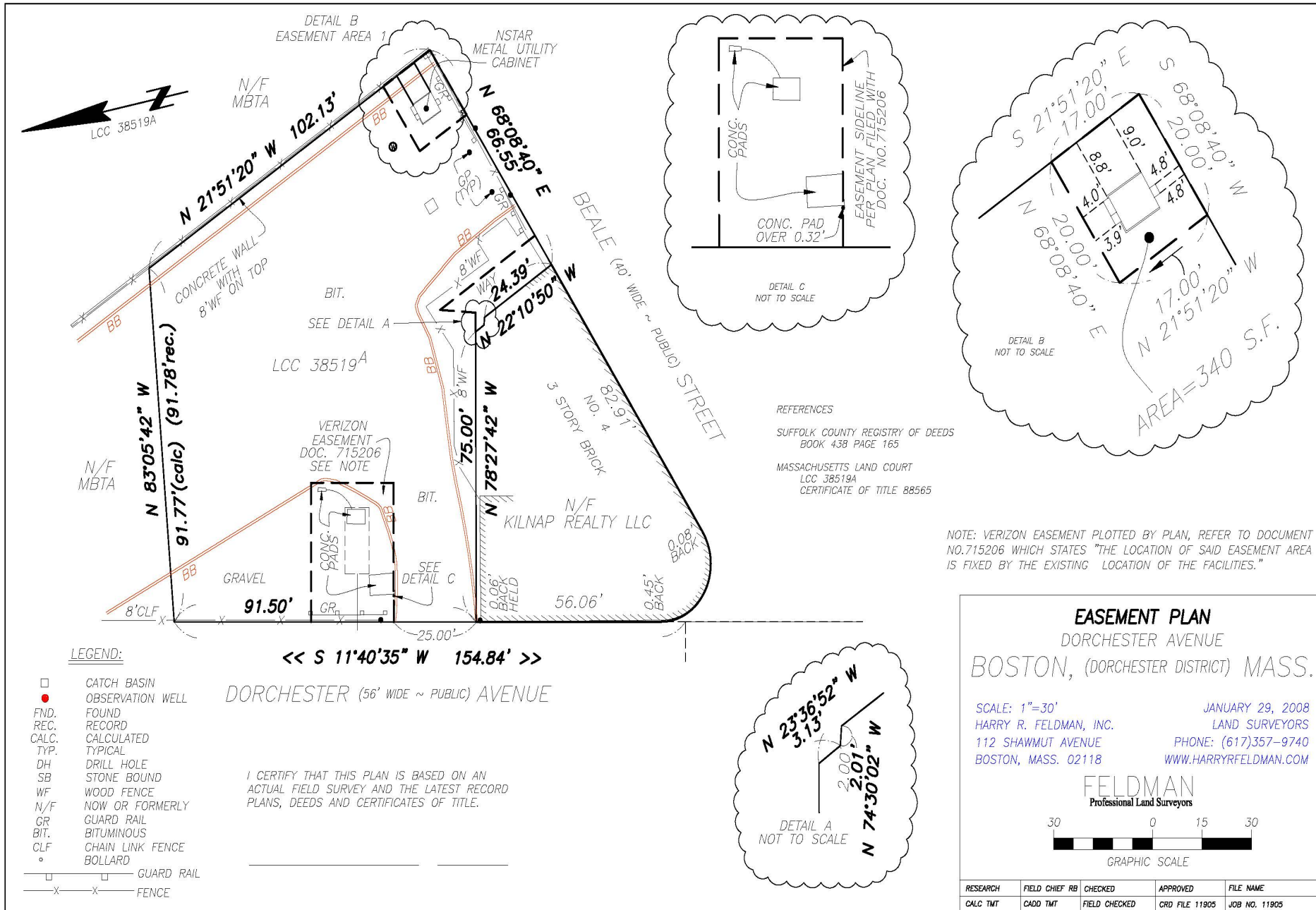
3.10 Response to Article 80- Accessibility Guidelines

See **Appendix A**.

3.11 Design Submission and Project Drawings

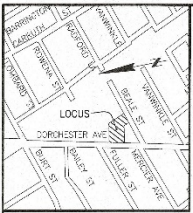
Figures 3-1 through 3-22 that follows more fully illustrate the design

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Figure 3-22	Solstice – December 21 Shadows

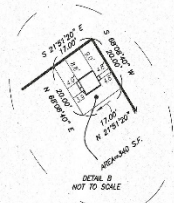
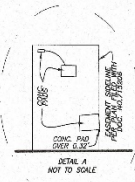
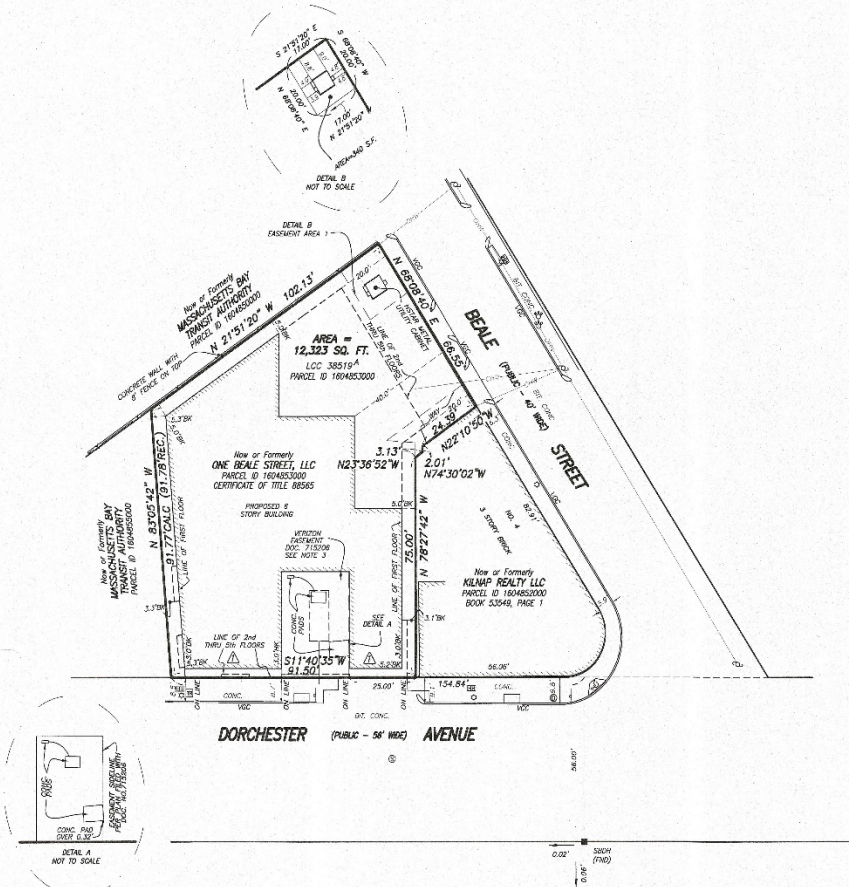


EXISTING PLOT PLAN

FIGURE 3-1



LOCUS MAP - NOT TO SCALE



- NOTES**
- 1) PROPOSED BUILDING SUPPLIED IN A CAD FILE BY RGA LLC, DATED 7/12/2017, AND REVISED ON 12/10/2018.
 - 2) CONSTRUCTION OFFICE TRAILER AND SUPPLIES TO BE REMOVED FROM SITE.
 - 3) VERDON EASEMENT PLOTTED BY PLAN, REFER TO DOCUMENT NO. 718508 WHICH STATES "THE LOCATION OF SAID EASEMENT AREA IS FIXED BY THE EXISTING LOCATION OF THE FACILITIES."
 - 4) THIS DOCUMENT IS AN INSTRUMENT OF SERVICE OF FELDMAN LAND SURVEYORS ISSUED TO OUR CLIENT FOR PURPOSES RELATED DIRECTLY AND SOLELY TO FELDMAN LAND SURVEYORS' SCOPE OF SERVICES UNDER CONTRACT TO OUR CLIENT FOR THIS PROJECT. ANY USE OR REUSE OF THIS DOCUMENT FOR ANY REASON BY ANY PARTY FOR PURPOSES UNRELATED DIRECTLY AND SOLELY TO SAID CONTRACT SHALL BE AT THE USER'S SOLE AND EXCLUSIVE RISK AND LIABILITY, INCLUDING LIABILITY FOR VIOLATION OF COPYRIGHT LAWS, UNLESS WRITTEN CONSENT IS PROVIDED BY FELDMAN LAND SURVEYORS.

- LEGEND**
- BY BENCH
 - CALC CALCULATED
 - DH DRILL HOLE
 - DI DIRT
 - REC RECORD
 - SB STONE BOUND
 - SO. FT. SQUARE FEET
 - WF WOOD FENCE
 - FOUND FOUND

REFERENCES
 SUFFOLK COUNTY REGISTRY OF DEEDS
 BOOK 438 PAGE 165
 MASSACHUSETTS LAND COURT
 LOC. #10178
 CERTIFICATE OF TITLE #2686



I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY.

D. J. Rafferty
 DAMEN J. RAFFERTY, PLS (MA) 42523
 5196 WILSON ST, BOSTON, MA 02118

2/17/2018
 DATE

12-17-2018		REVERSE BUILDING ALONG DORCHESTER AVENUE	
PLOT PLAN			
1 BEALE STREET			
BOSTON, (DORCHESTER DISTRICT) MASS.			
FELDMAN LAND SURVEYORS		OCTOBER 2, 2018	
152 HAMPODEN STREET		PHONE: (617)357-9740	
BOSTON, MASS. 02119		www.feldmansurveyors.com	
FELDMAN LAND SURVEYORS			
SCALE: 1"=20'			
RESEARCH	FIELD CHECK	PROJ. MGR. / XREF	APPROVED
CALC. 1/17/2018	CHD 1/17/2018	FIELD CHECKED	CRD FILE 1/14/17
SHEET NO. 1 OF 1		JOB NO. 16477	
FILENAME: S:\PROJECTS\16409\16477\DWG\16477-PP.dwg			

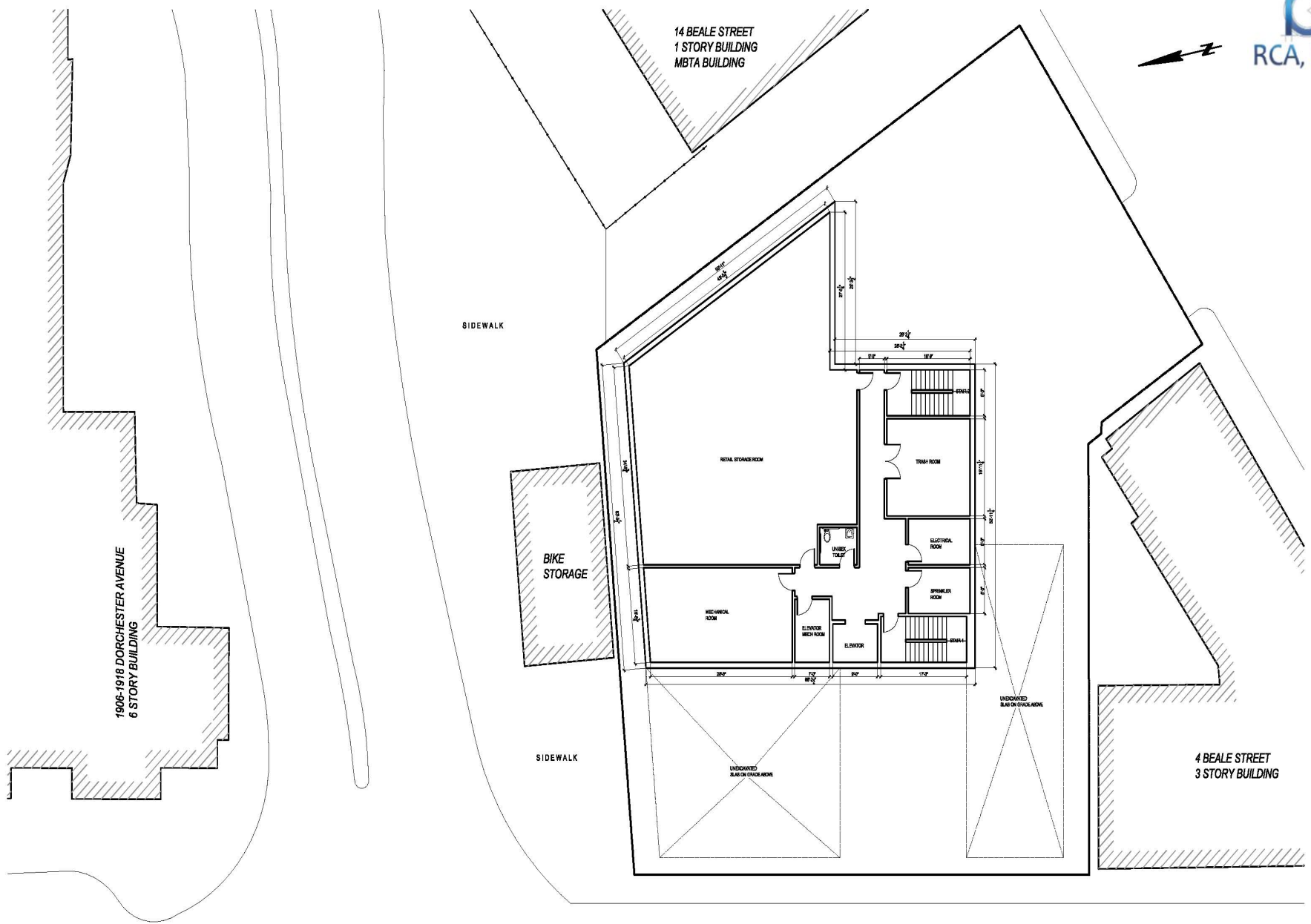
PROPOSED PLOT PLAN

FIGURE 3-2



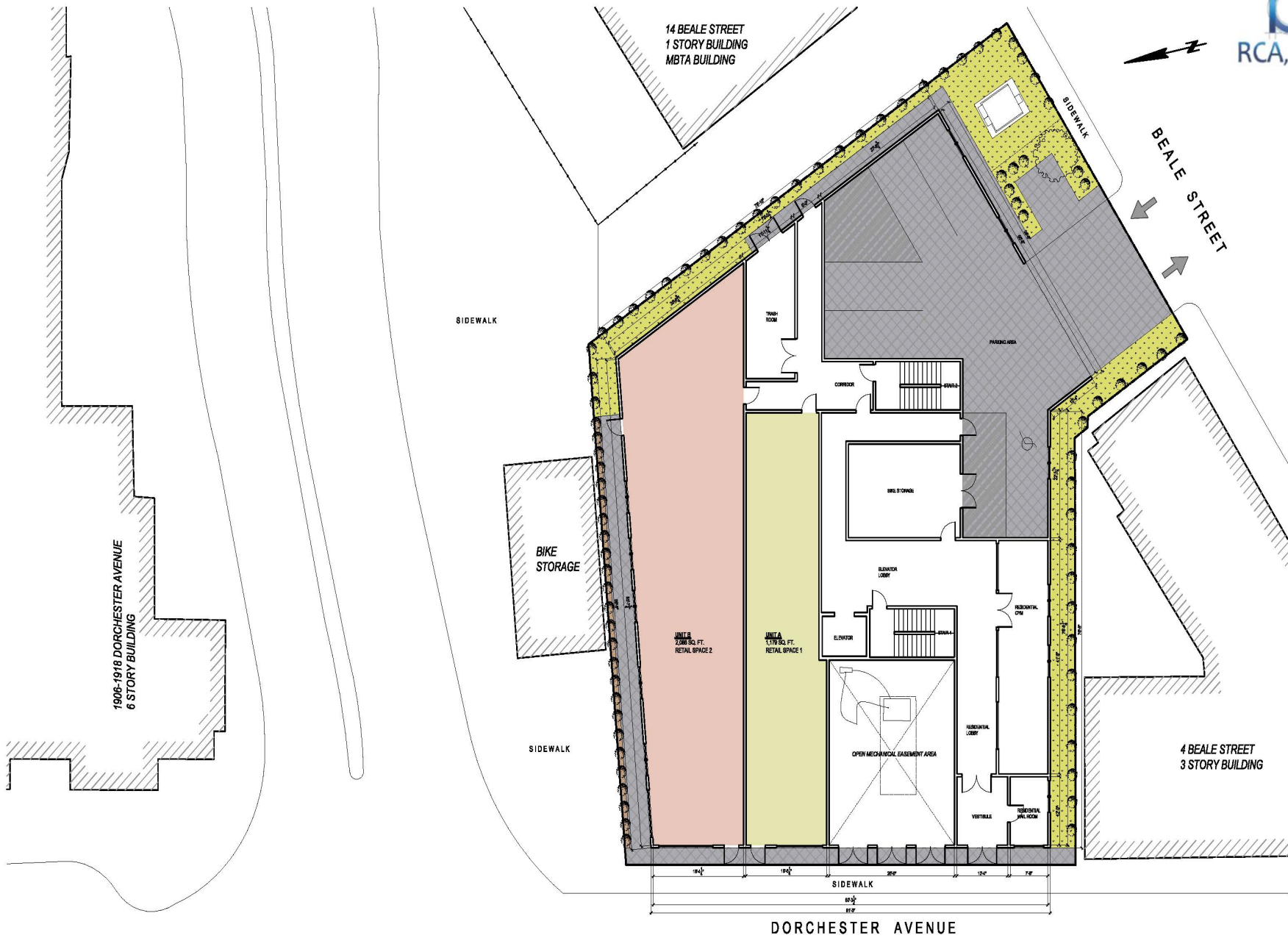
PROPOSED LANDSCAPE PLAN

FIGURE 3-3



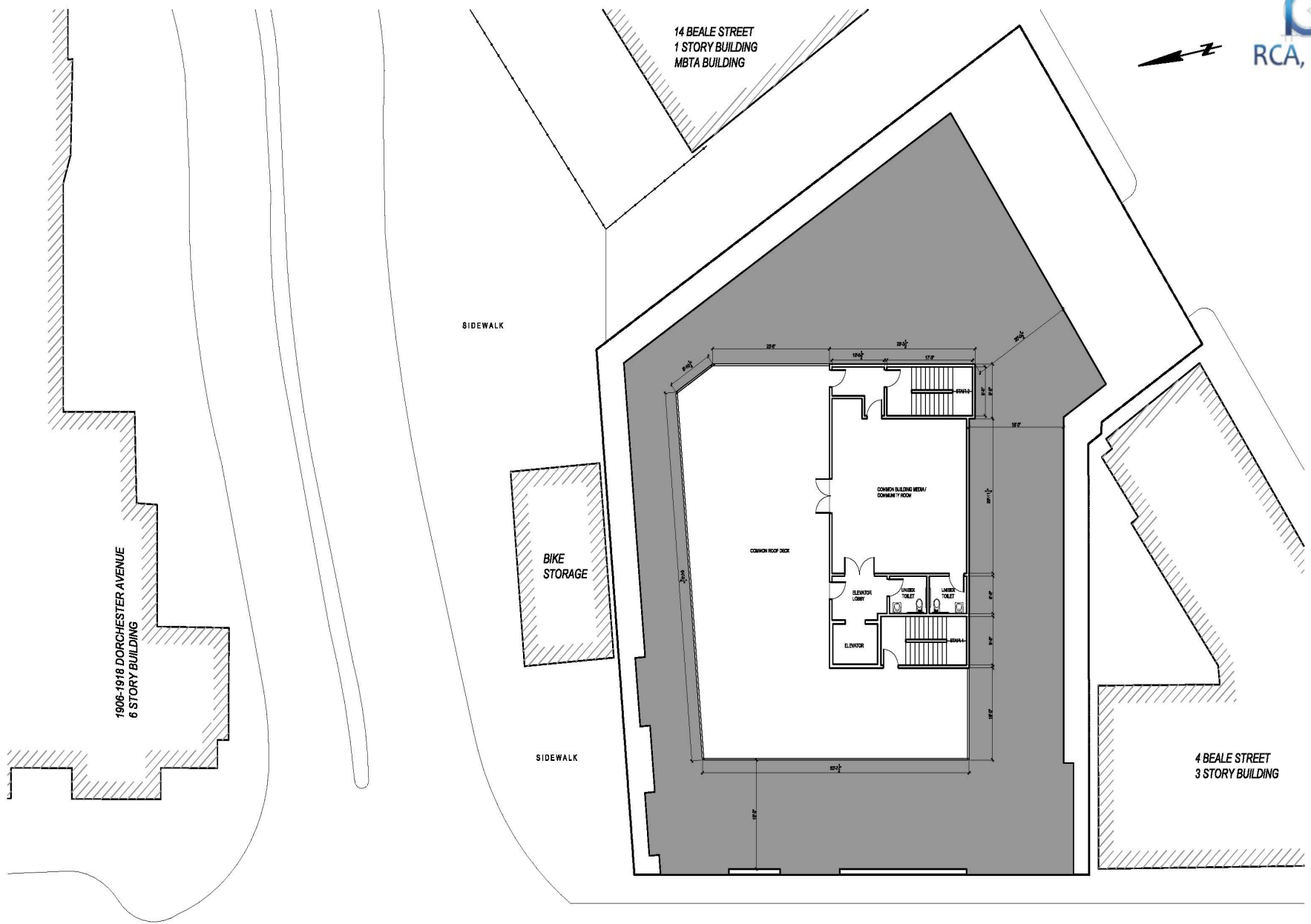
PROPOSED BASEMENT PLAN

FIGURE 3-4



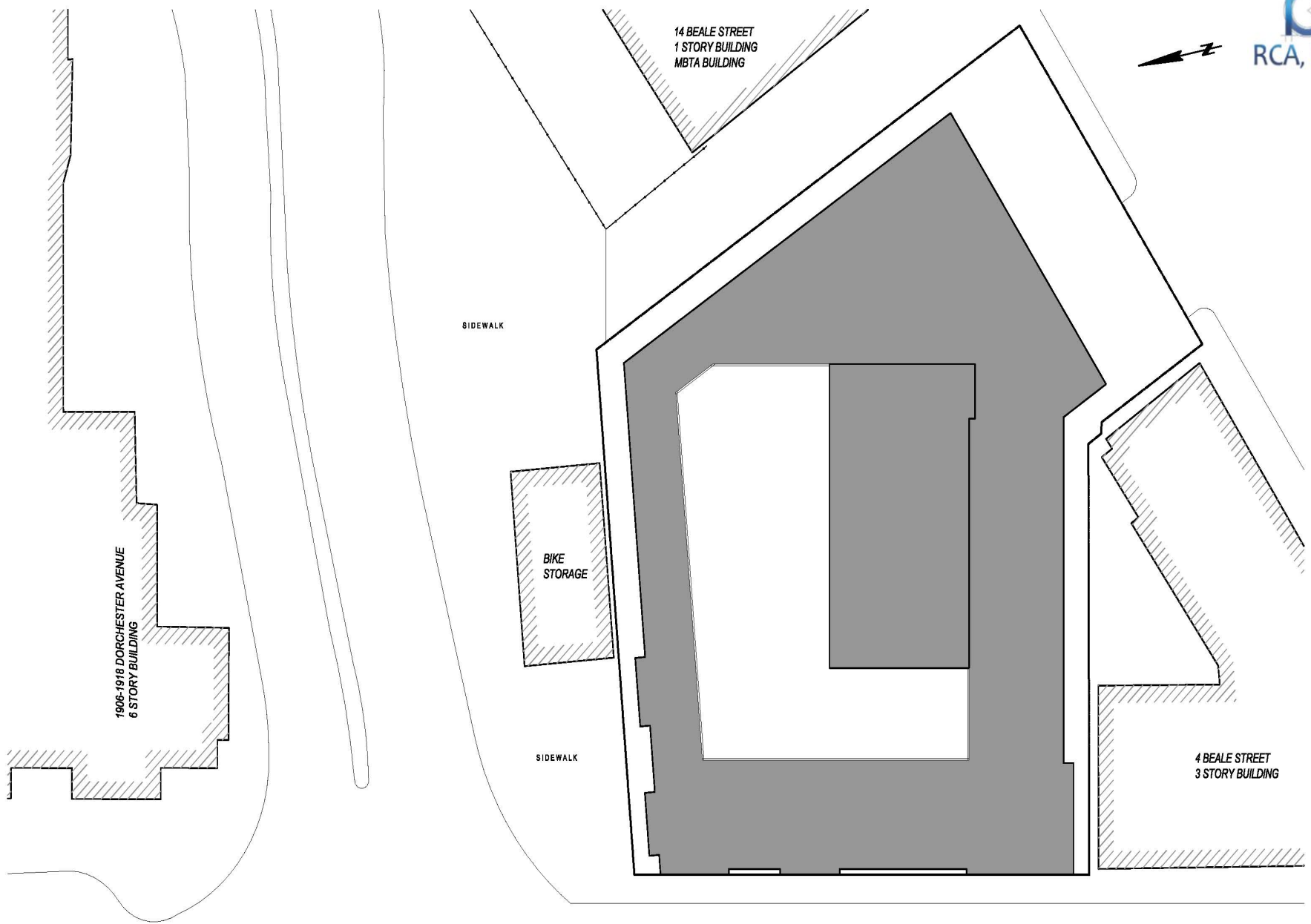
PROPOSED FIRST FLOOR PLAN

FIGURE 3-5



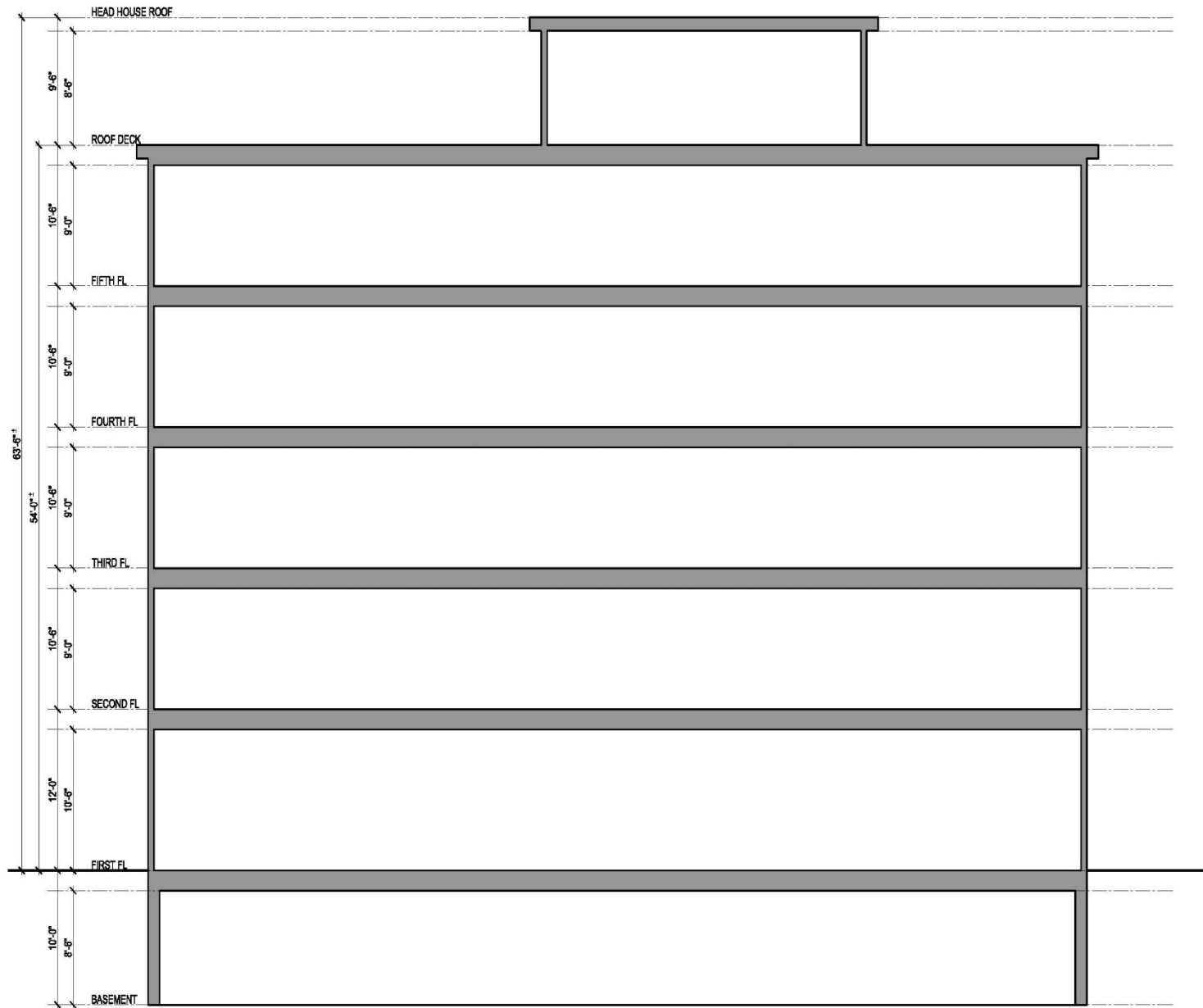
PROPOSED ROOF DECK PLAN

FIGURE 3-7



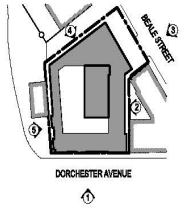
PROPOSED ROOF PLAN

FIGURE 3-8



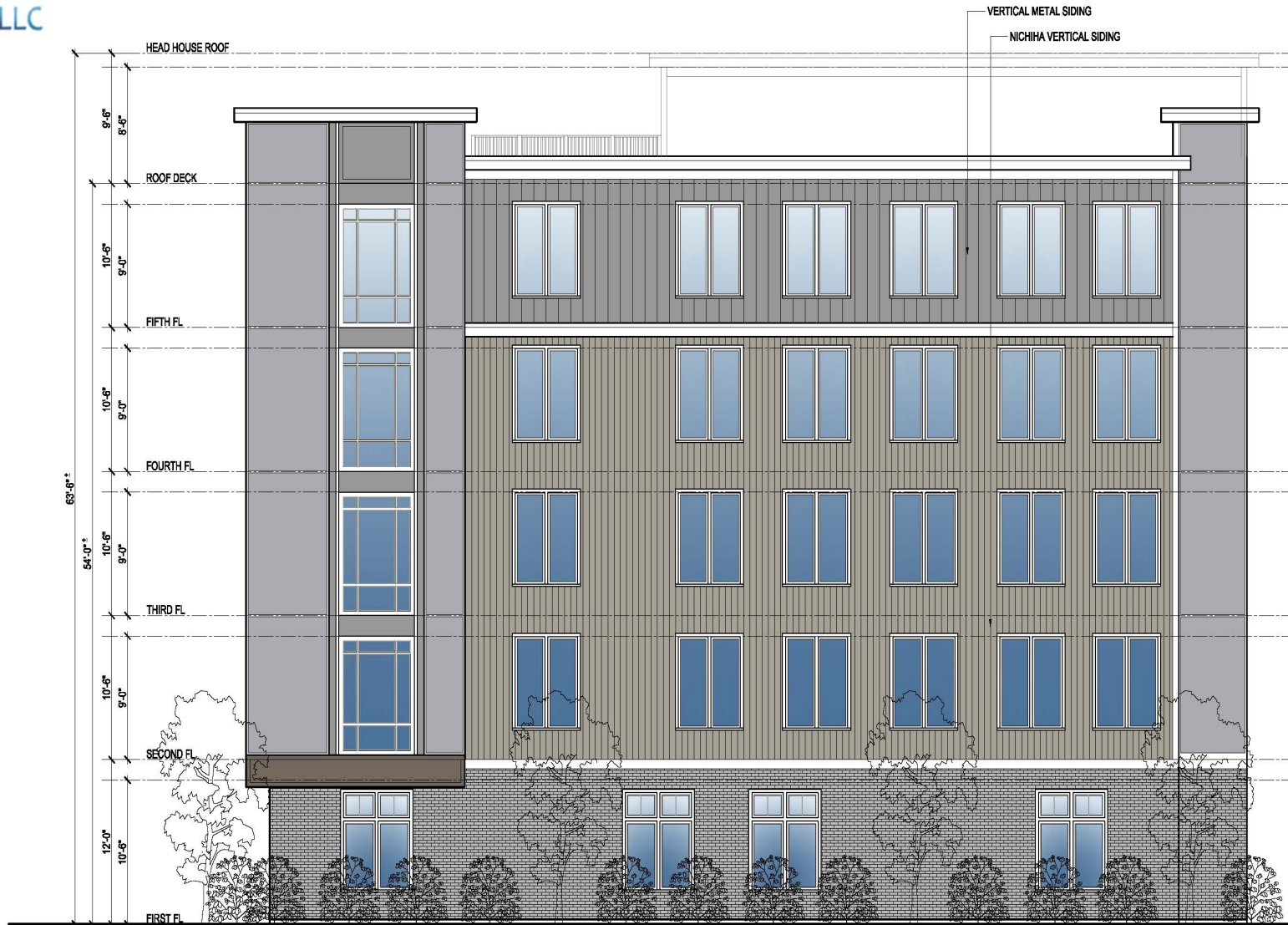
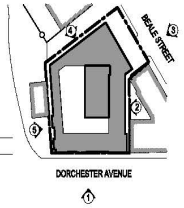
PROPOSED BUILDING SECTION

FIGURE 3-9



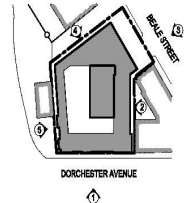
PROPOSED ELEVATION 1 – ALONG DORCHESTER AVENUE

FIGURE 3-10



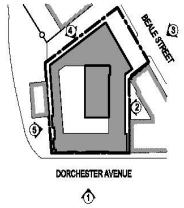
PROPOSED ELEVATION 2

FIGURE 3-11



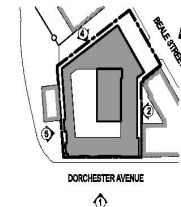
PROPOSED ELEVATION 3 – ALONG BEALE STREET

FIGURE 3-12



PROPOSED ELEVATION 4

FIGURE 3-13



PROPOSED ELEVATION 5

FIGURE 3-14



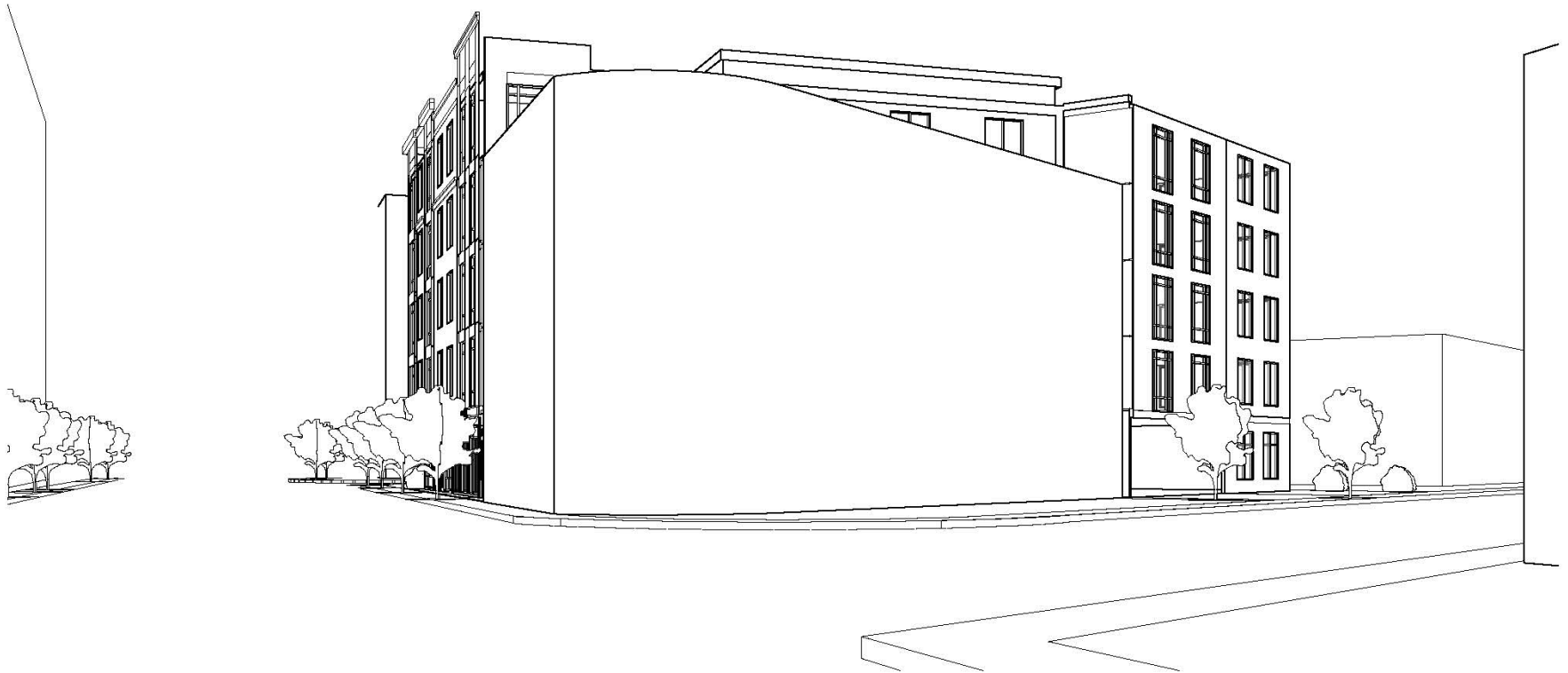
EYE-LEVEL PERSPECTIVE | ALONG DORCHESTER AVENUE

FIGURE 3-15

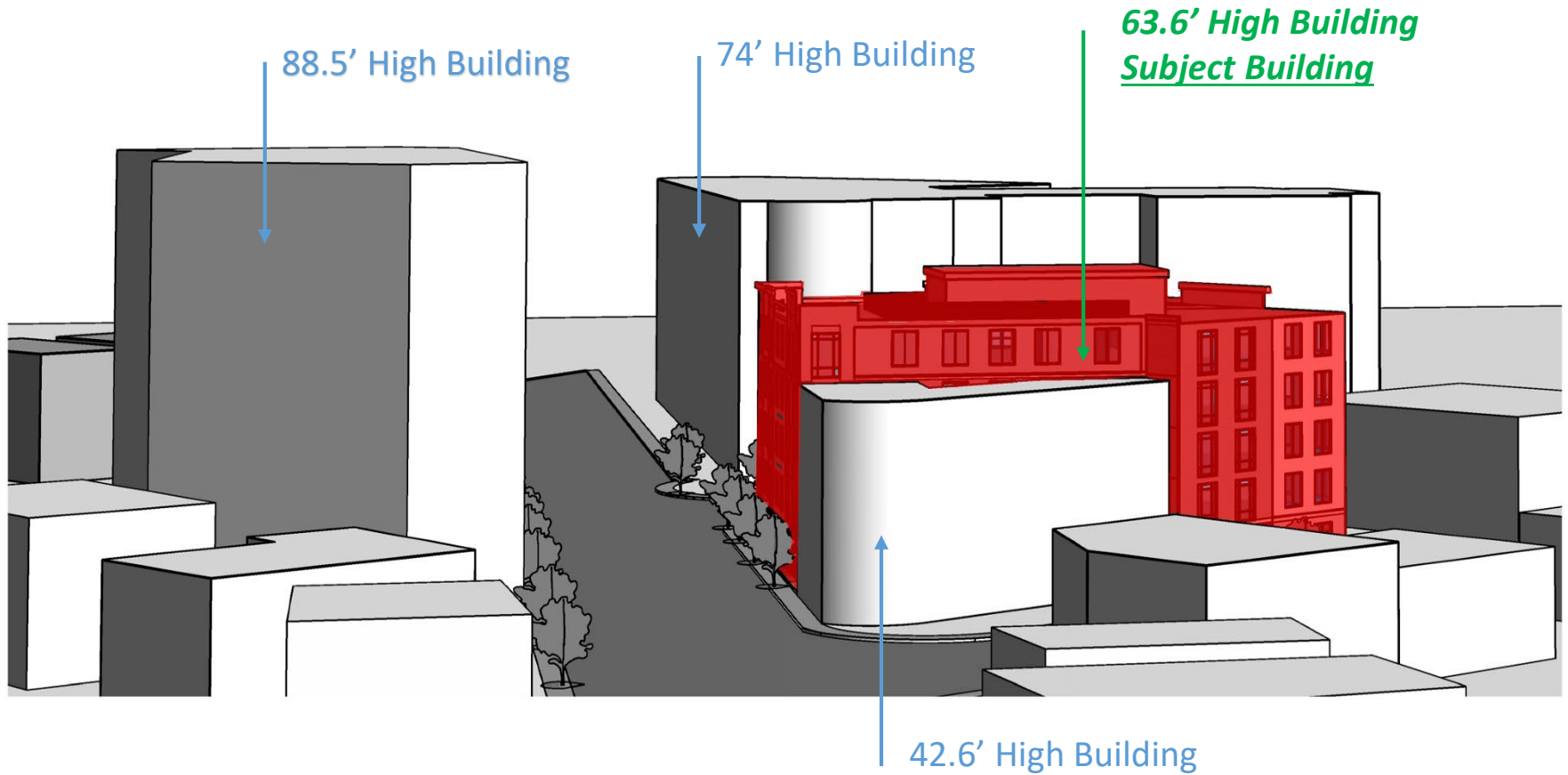


EYE-LEVEL PERSPECTIVE II ALONG DORCHESTER AVENUE

FIGURE 3-16



EYE-LEVEL PERSPECTIVE III FROM DORCHESTER AVENUE & BEALE STREET FIGURE 3-17



ILLUSTRATIVE SKETCH I ALONG DORCHESTER AVENUE & BEALE STREET

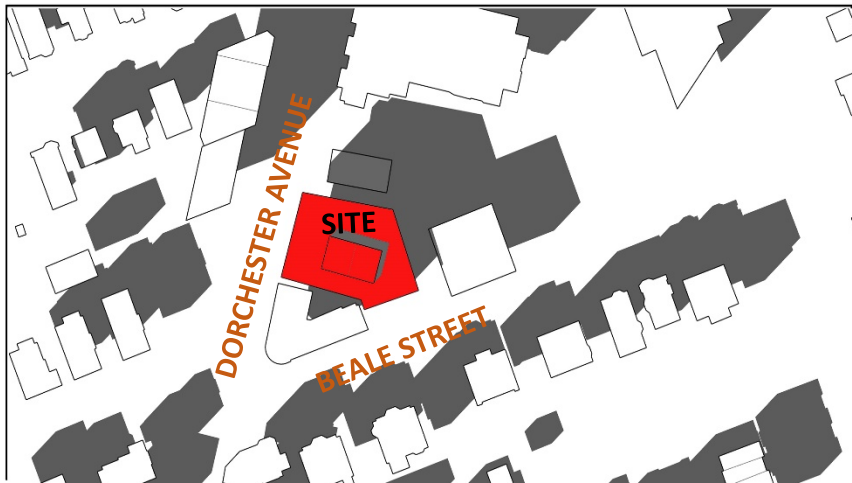
FIGURE 3-18



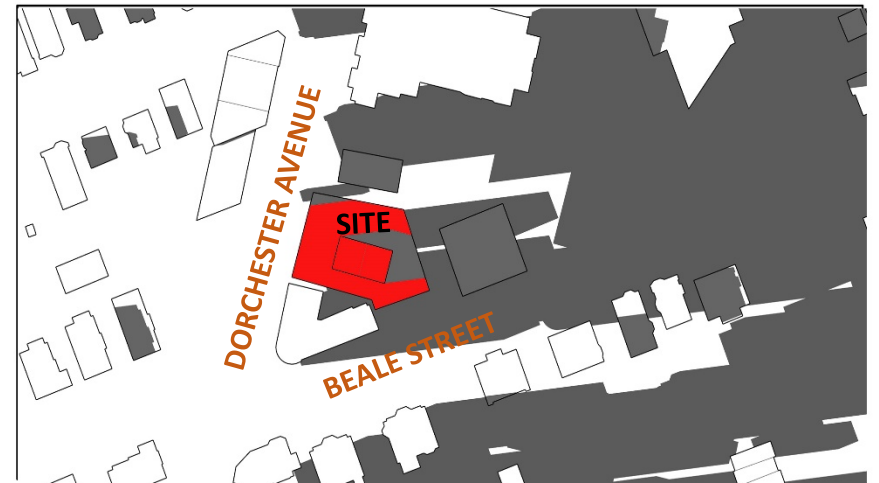
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12 PM ALTITUDE - 46.5 AZIMUTH - 161.1



3 PM ALTITUDE - 39.11 AZIMUTH - 223.33



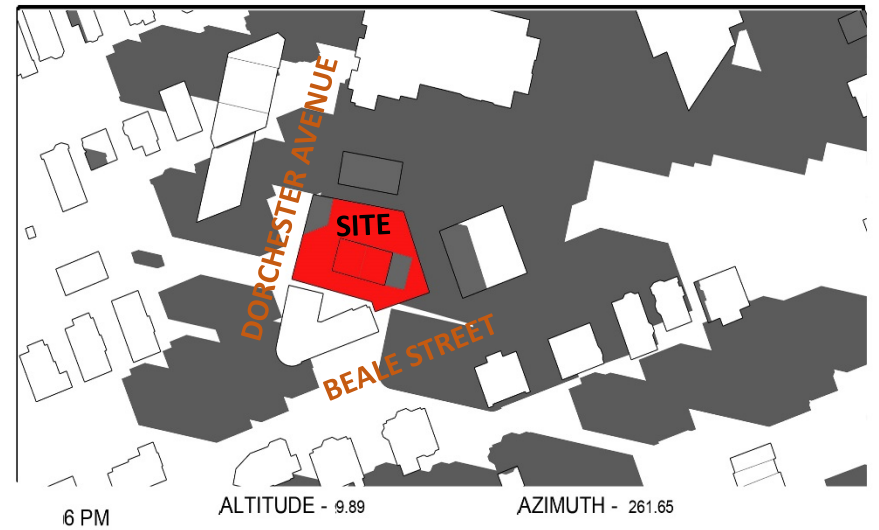
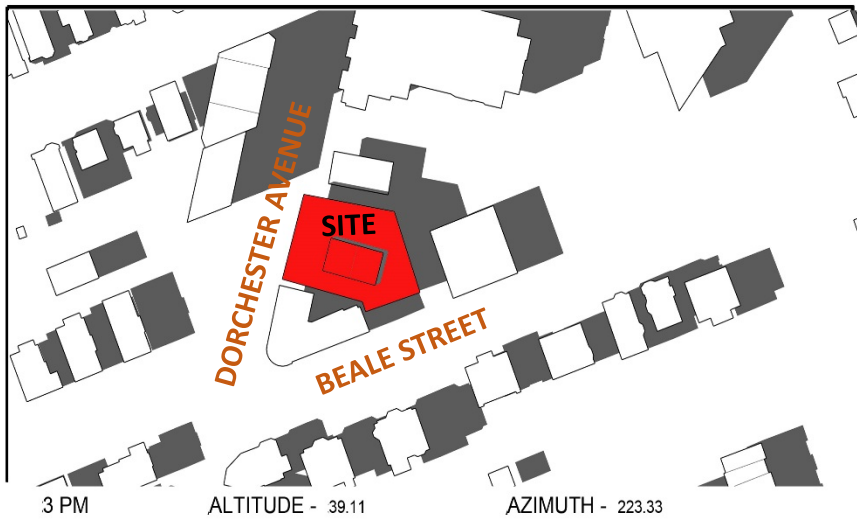
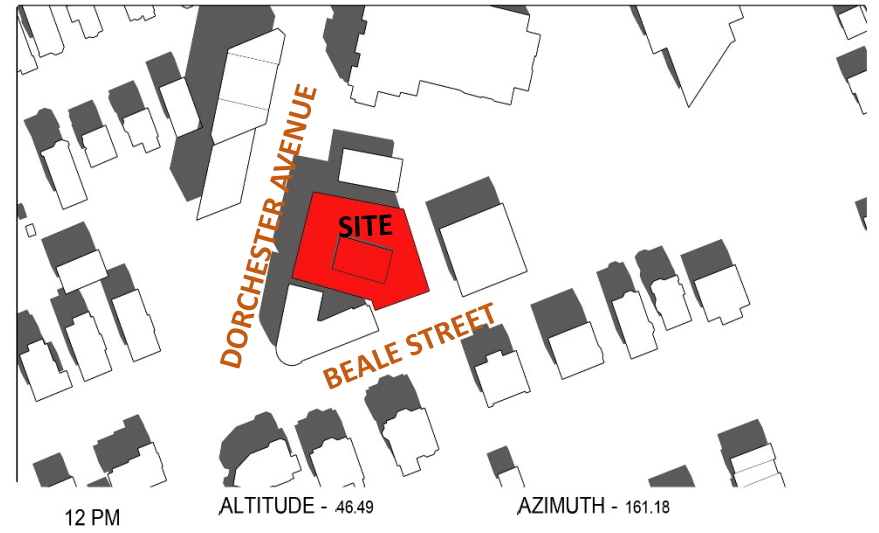
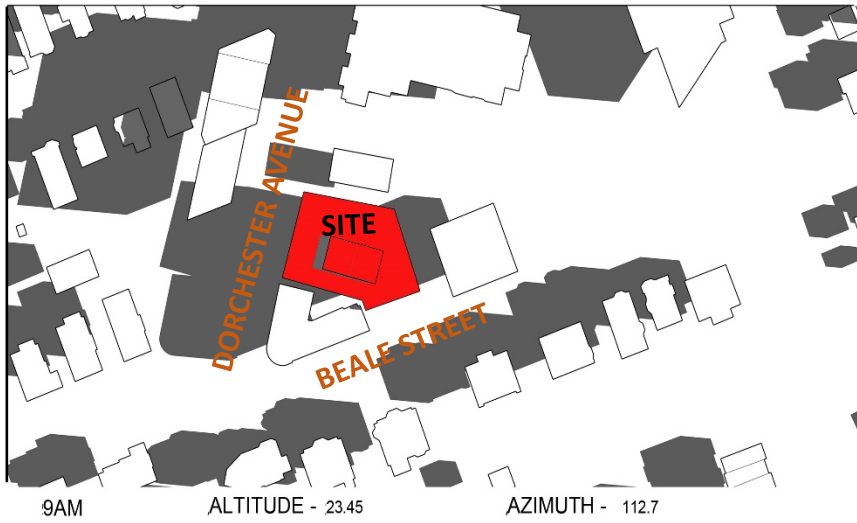
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EQUINOX - MARCH 21



FIGURE 3-19



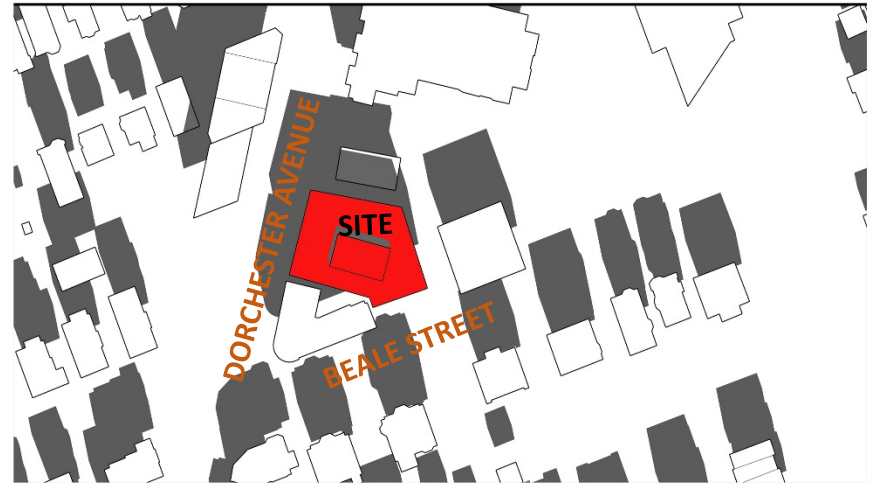
SOLSTICE - JUNE 21



FIGURE 3-20



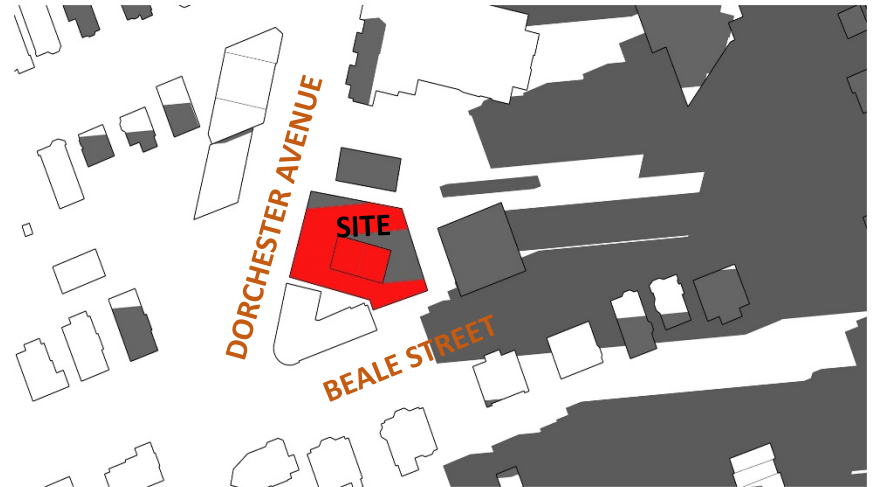
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3 PM ALTITUDE - 27.6 AZIMUTH - 241.06



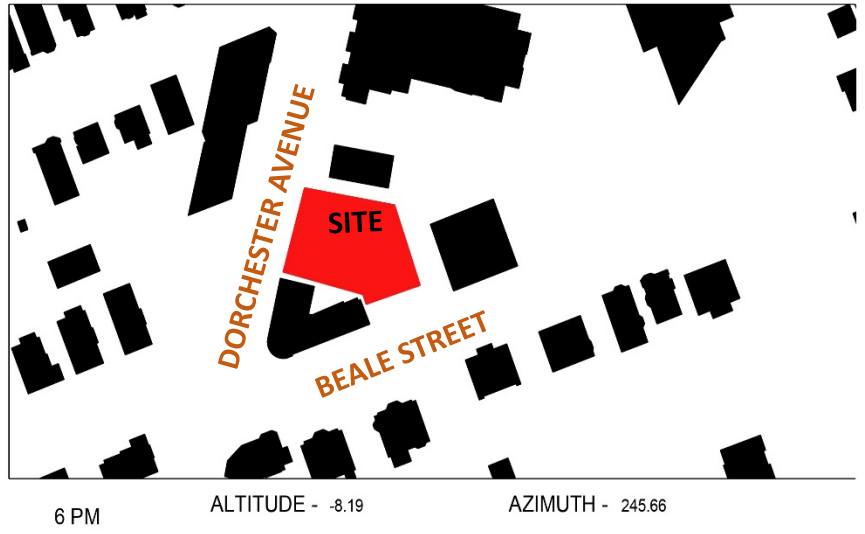
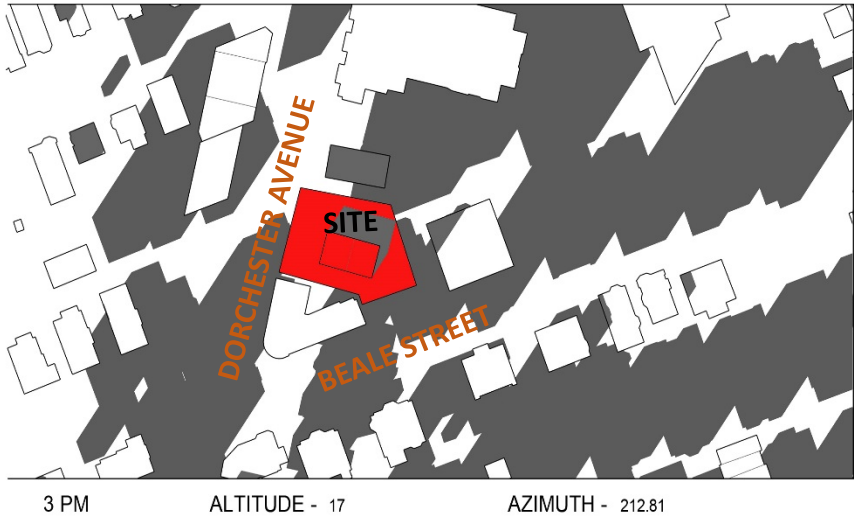
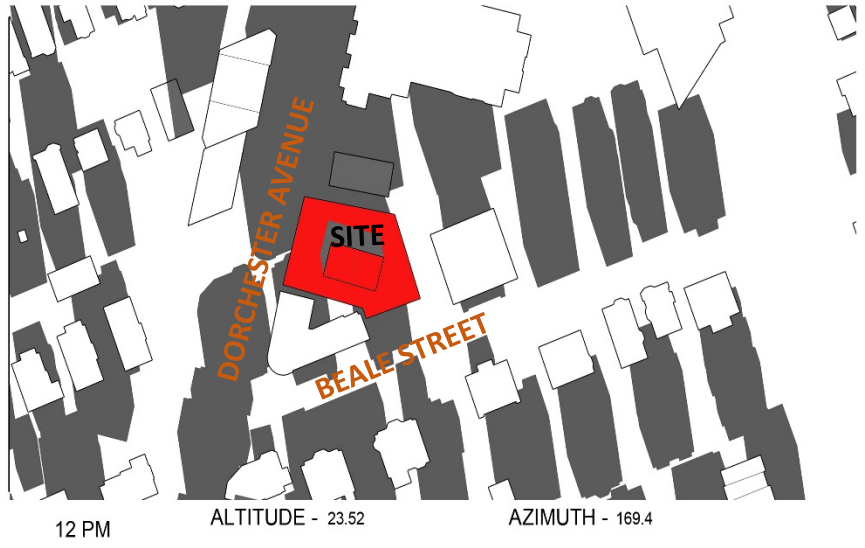
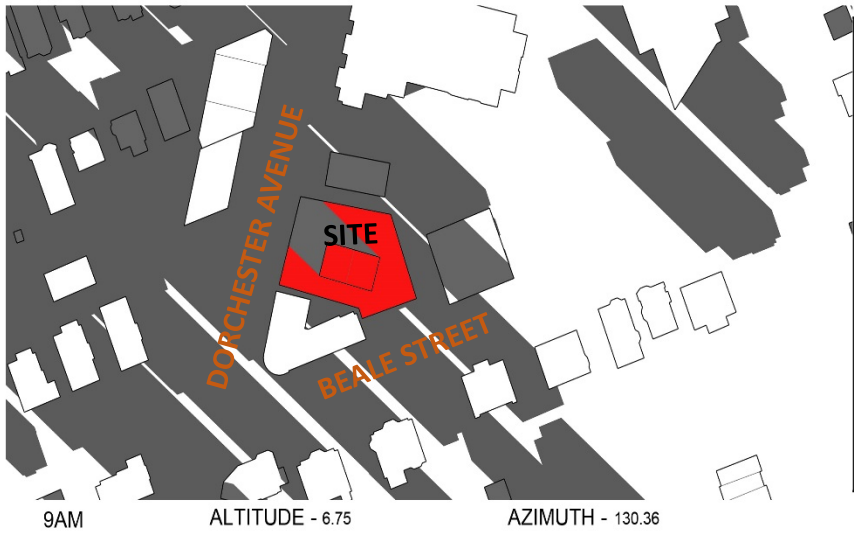
6 PM ALTITUDE - -4.51 AZIMUTH - 273.72



EQUINOX - SEPTEMBER 23



FIGURE 3-21



SOLSTICE - DECEMBER 21



FIGURE 3-22

4.0 TRANSPORTATION AND SITE ACCESS

4.1 Project and Transportation Overview

The Site, which is approximately 12,323 square feet in area, is a vacant site and presently contains a Verizon easement area. It is currently used as a staging area for another development under construction in the locale.

The Project will result in approximately 49,262 gross square feet of floor area including 56 residential units and two-retail at-grade spaces with between 1,179 and 2,086 sf along Dorchester Avenue. The proposed unit breakdown includes 32 studio and 24 one-bedroom units with accessory interior surface parking for 5-spaces accessed from the existing Beale Street curb-cut and driveway along with a large bicycle room and racks for 56 bicycles (to supplement the underutilized adjacent MBTA bike storage area). Amenities include a residential gym/media room on the first floor, and a community room on the top floor next to the roof deck. The Site offers excellent transit access to downtown Boston via the adjacent Ashmont/Peabody Square MBTA Station. In addition, bus service along Dorchester Avenue connects the Project's residents to downtown and other Boston neighborhoods, which includes access to bus route numbers: 12, 15, 18, 21, 22, 23, 24, 26, 27, 45, 215, 217, and 240.

4.2 Site Access, Parking and Circulation

Vehicular access to the Project's on-site parking garage with five (5) parking spaces will be provided via a curb cut along Beale Street. Although the number of spaces provided on site are limited, the close proximity of the MBTA Ashmont/Peabody Square MBTA Station and convenient bus availability are expected to attract many residents without vehicles.

The Project will have a primary pedestrian access point from Dorchester Avenue. The retail spaces will have an exclusive entrance from Dorchester Avenue.

Trash and recyclables will be stored within the building and wheeled through the garage to Beale Street. The 5 parking spaces in the at grade interior garage of the building are designated as follow: #1 for building manager, #2 for zip car, #3 for move-in / move-out (otherwise 30 minute parking for residents), #4 for retail manager, and #5 for maintenance.

5.0 HISTORIC RESOURCES

This section provides a discussion of the history of the Project Site and the historic resources/ districts in the Project vicinity.

5.1 Historic Resources on the Project Site and Property History

According to files at the Massachusetts Historical Commission, the on-site structures are not listed in the National or State Register of Historic Places, or the Inventory of Historical and Archaeological Assets of the Commonwealth. It is not expected that the Project will cause adverse impacts on any historic or architectural elements of nearby historic resources outside the Project Site (see **Figure 5-1** for identifications of historic resources in the Project vicinity).

5.2 Historic Resources Within the Vicinity of the Project Site

The Project Site is located in the vicinity of several historic resources listed in the State and National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assts of the Commonwealth. The historic resources within ¼-mile radius of the Proposed Project are summarized in **Table 5-1** that follows.

Table 5.1. Historic Resources in the Vicinity of the Project Site (Mapped in Figure 5-1)

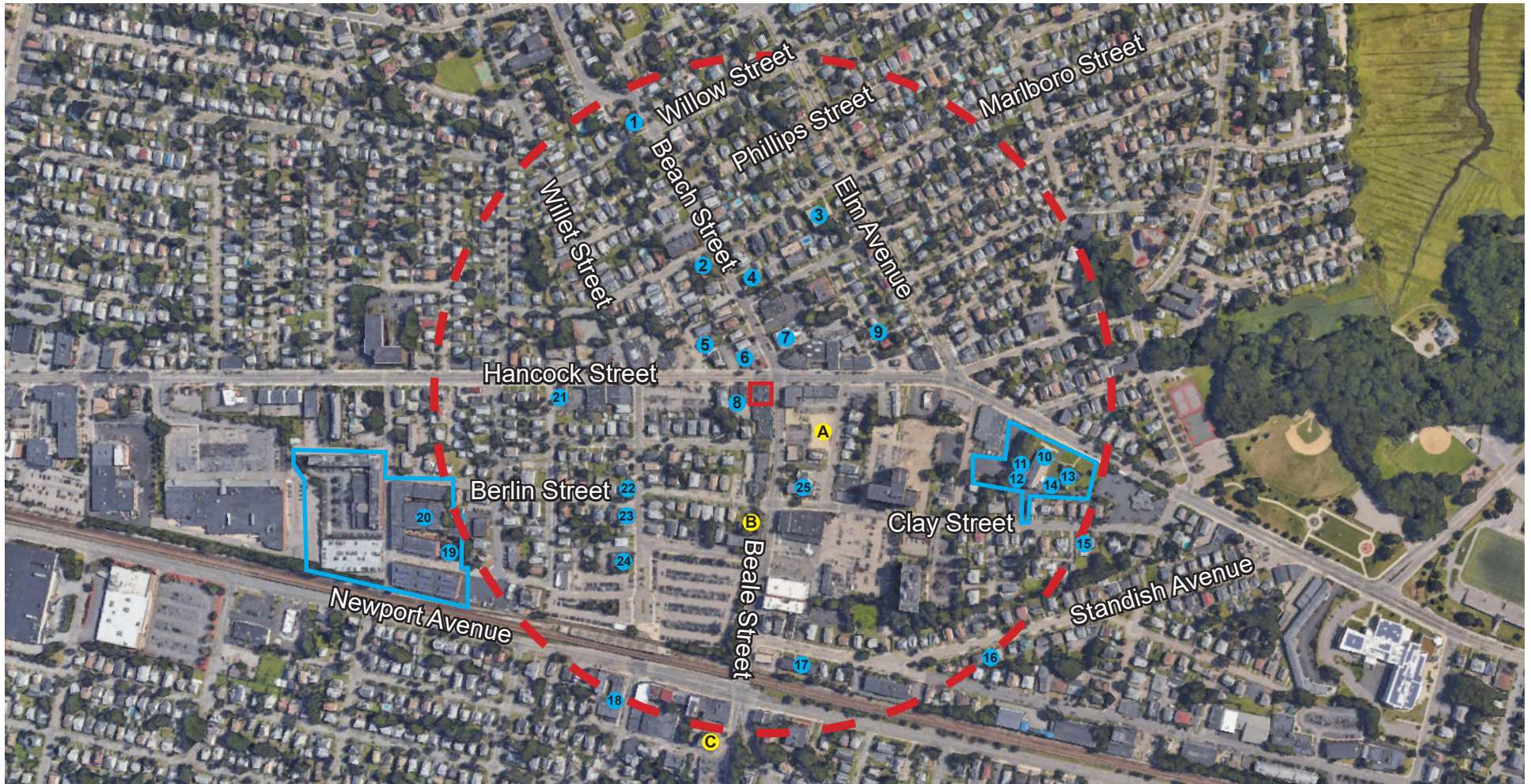
Key to Historic Resources in Figure 5-1	Historic Resource	Source of Listing
Properties Included the MA Inventory of Historical and Archaeological Assets		
1	Boston Engine Company No. 18 Fire House	MHC Inventory
2	Street Clock	MHC Inventory
3	NA	MHC Inventory
4	Jacques and Griffin's Market	MHC Inventory
5	Ashmont Hall - Ashmont Nursery School	MHC Inventory
6	Abraham T. Smith House	MHC Inventory
7	Charles S. Kendall Jr. House	MHC Inventory
8	Ashmont Rail Station	MHC Inventory
9	NA	MHC Inventory
10	NA	MHC Inventory

11	George G. Quincy House	MHC Inventory
12	Frank Percival House	MHC Inventory
13	Robert A. Barnet House	MHC Inventory
14	Arthur J. Conner House	MHC Inventory
15	G. L. T. Stedman House	MHC Inventory
16	Frank K. Fairbanks House	MHC Inventory
17	Codman Yards Signal Tower Q	MHC Inventory
18	Ashmont Substation #18	MHC Inventory
19	Gallivan Boulevard Bridge #165	MHC Inventory
20	Codman Yards Trackmen's Building	MHC Inventory
21	Hutchinson Bros. Furniture Factory Worker Housing	MHC Inventory
22	K. Recanzone House	MHC Inventory
23	John Henderson House	MHC Inventory
24	Frank Lecight Three-decker	MHC Inventory
25	Frank Lecight Three-decker	MHC Inventory
26	Bailey - M. Silva House	MHC Inventory
27	NA	MHC Inventory
28	The Hotel Belledeu	MHC Inventory
29	NA	MHC Inventory
30	NA	MHC Inventory
31	NA	MHC Inventory
32	Emma Jones House	MHC Inventory
National Register of Historic Places		
A	The Peabody	MHC Inventory
Preservation Restriction		
B	All Saints Church	MHC Inventory

The Proposed Project is not expected to have effects on any of the listed historically significant resources in **Table 5-1**.

5.3 Archaeological Resources

No known archaeological resources were located within the Project site during the review of Massachusetts Historic Commission files and MACRIS. Therefore, no impacts to archaeological resources are anticipated.



 1 Beale Street

 1/4-Mile Radius

 Inventoried Area

 Inventoried Property

 National Register of Historic Places

6.0 PROJECT CERTIFICATION

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

DocuSigned by:

OB9C27FA6225471...

Signature of Proponent

12/12/2018

Date

Tim Long
1 Beale Street LLC
c/o Tim Long & Associates



Signature of Proponent's Representative

12/19/18

Date

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

7.0 APPENDICES

7.1 Appendix A - Response to Article 80 - Accessibility Guidelines

Article 80 – Accessibility Checklist

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

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

In conformance with this directive, the 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%20200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

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

1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	<i>1970 Dorchester Avenue</i>		
Primary Project Address:	<i>1970 Dorchester Avenue, Dorchester, MA</i>		
Total Number of Phases/Buildings:	<i>One Phase</i>		
Primary Contact (Name / Title / Company / Email / Phone):	<i>1 Beale Street LLC Tim Long & Associates 901 East Broadway South Boston, MA 02127 (617) 947-7008 tim@timlongboston.com</i>		
Owner / Developer:	<i>1 Beale Street LLC</i>		
Architect:	<i>RCA, LLC</i>		
Civil Engineer:	<i>LVR Corporation</i>		
Landscape Architect:	<i>TBD</i>		
Permitting:	<i>Mitchell L. Fischman ("MLF") Consulting LLC 41 Brush Hill Road Newton, MA 02461 Tel: 781-760-1726 mitchfischman@gmail.com</i>		
Construction Management:	<i>Tim Long & Associates 901 East Broadway South Boston, MA 02127 (617) 947-7008 tim@timlongboston.com</i>		
At what stage is the project at time of this questionnaire? Select below:			
	<i>X - Small Project Review / Application Submittal</i>	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	<i>None anticipated at this time.</i>		

<p>2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i></p>				
<p>What are the dimensions of the project?</p>				
Site Area:	12,323 SF	Building Area:	49,262 GSF	
Building Height:	63.5 FT.	Number of Stories:	5 Flrs.	
First Floor Elevation:	TBD	Is there below grade space:	X Yes/ No	
<p>What is the Construction Type? (Select most appropriate type)</p>				
	X Wood Frame	Masonry	X Steel Frame	Concrete
<p>What are the principal building uses? (IBC definitions are below – select all appropriate that apply)</p>				
	Residential – One - Three Unit	X Residential Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
<p>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></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	Mixed-Use: Residential / Retail			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Ashmont / Peabody Square MBTA Station			

<p>List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:</p>	<p>Residential / Retail</p>
<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p>Ashmont MBTA Station</p>
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
<p>Is the development site within a historic district? <i>If yes</i>, identify which district:</p>	<p>We are not aware of the project site being located within an historical dlstrict.</p>
<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>Yes, existing sidewalks abuts the project along Dorchester Avenue and Beale Street.</p> <p>Existing sidewalk material is concrete with granite curbing. The physical condition of the existing sidewalk and pedestrian ramps is good.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>Existing sidewalks and pedestrian ramps will remain as is. We will be removing an existing curb cut along Dorchester Avenue and infilling the curb cut with the same granite curbing and sidewalk materials.</p> <p>No, the existing sidewalks and pedestrian ramps have not been verified as complying but will be verified during the project design.</p>
<p>5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	

<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p><i>Will be verified as part of the final project design.</i></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><i>The existing sidewalk along Dorchester Avenue is approximately 8 feet wide. The existing sidewalk along Beale Street is approximately 5 feet wide.</i></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><i>The existing curb-cut along Dorchester Avenue which is being infilled will use the same materials as the existing sidewalk and granite curbing materials.</i></p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p><i>None planned at this time.</i></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>	<p><i>N/A</i></p>
<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p><i>Nothing planned at this time.</i></p>
<p>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></p>	

<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p><i>5 covered (garage) parking spaces.</i></p>
<p>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?</p>	<p><i>One (1) Accessible van parking space with an 8- foot access aisle.</i></p>
<p>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?</p>	<p><i>None planned at this time.</i></p>
<p>Where is the accessible visitor parking located?</p>	<p><i>Some of the 5 covered (garage) parking spaces are also intended for visitor parking.</i></p>
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p><i>None planned at this time.</i></p>
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p><i>Flush entry at grade to full service stretcher elevator.</i></p>
<p>Are the accessible entrances and standard entrance integrated? <i>If yes</i>, describe. <i>If no</i>, what is the reason?</p>	<p><i>Flush entry at grade to full service stretcher elevator.</i></p>
<p><i>If project is subject to Large Project Review/Institutional Master Plan</i>, describe the accessible routes way-finding / signage package.</p>	<p><i>Small Project Review Application (SPRA).</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>56 Residential Units</i> <i>2 Retail Spaces</i> <i>5 Covered (Garage) Parking Spaces</i></p>
<p><i>If a residential development,</i> how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	<p><i>56 Residential Rental Units</i></p>
<p><i>If a residential development,</i> how many accessible Group 2 units are being proposed?</p>	<p><i>5% of the 56 units will be Group 2 Dwelling Units = 2.8 Units</i></p>
<p><i>If a residential development,</i> how many accessible Group 2 units will also be IDP units? <i>If none,</i> describe reason.</p>	<p><i>Three (3) Group 2 Units.</i></p>
<p><i>If a hospitality development,</i> how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? <i>If yes,</i> provide amount and location of equipment.</p>	<p><i>N/A</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,</i> provide reason.</p>	<p><i>No, fully accessible units & common areas.</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,</i> describe:</p>	<p><i>Full service stretcher elevator services all floors and spaces.</i></p>

<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p><i>Supporting a Community-Based Initiative -A Contribution to Dorchester Park Association to help fund their “Goats in the Park” program.</i></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><i>Amenity spaces for the building residence include a Media Room, Gym and a roof deck with headhouse that have access from a full-service stretcher elevator.</i></p>
<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p>	<p><i>There will be (2) Common Unisex Single-stall ADA Compliant Restrooms. The restrooms will be located in the headhouse for the roof deck. These restrooms are intended only for use of the residences of the building.</i></p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p><i>Ongoing review</i></p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p><i>Ongoing review</i></p>

<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. SEE ATTACHED ACCESSIBILITY DIAGRAMS</p>
<p>Provide a diagram of the accessible route connections through the site, including distances. SEE ATTACHED ACCESSIBILITY DIAGRAMS</p>
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) SEE ATTACHED ACCESSIBILITY DIAGRAMS</p>
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p>
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p>

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

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

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

Architectural Access staff can be reached at: accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682



DIAGRAM OF ACCESSIBLE ROUTE

SITE PLAN

1970 DORCHESTER AVENUE
DORCHESTER, MA 02124



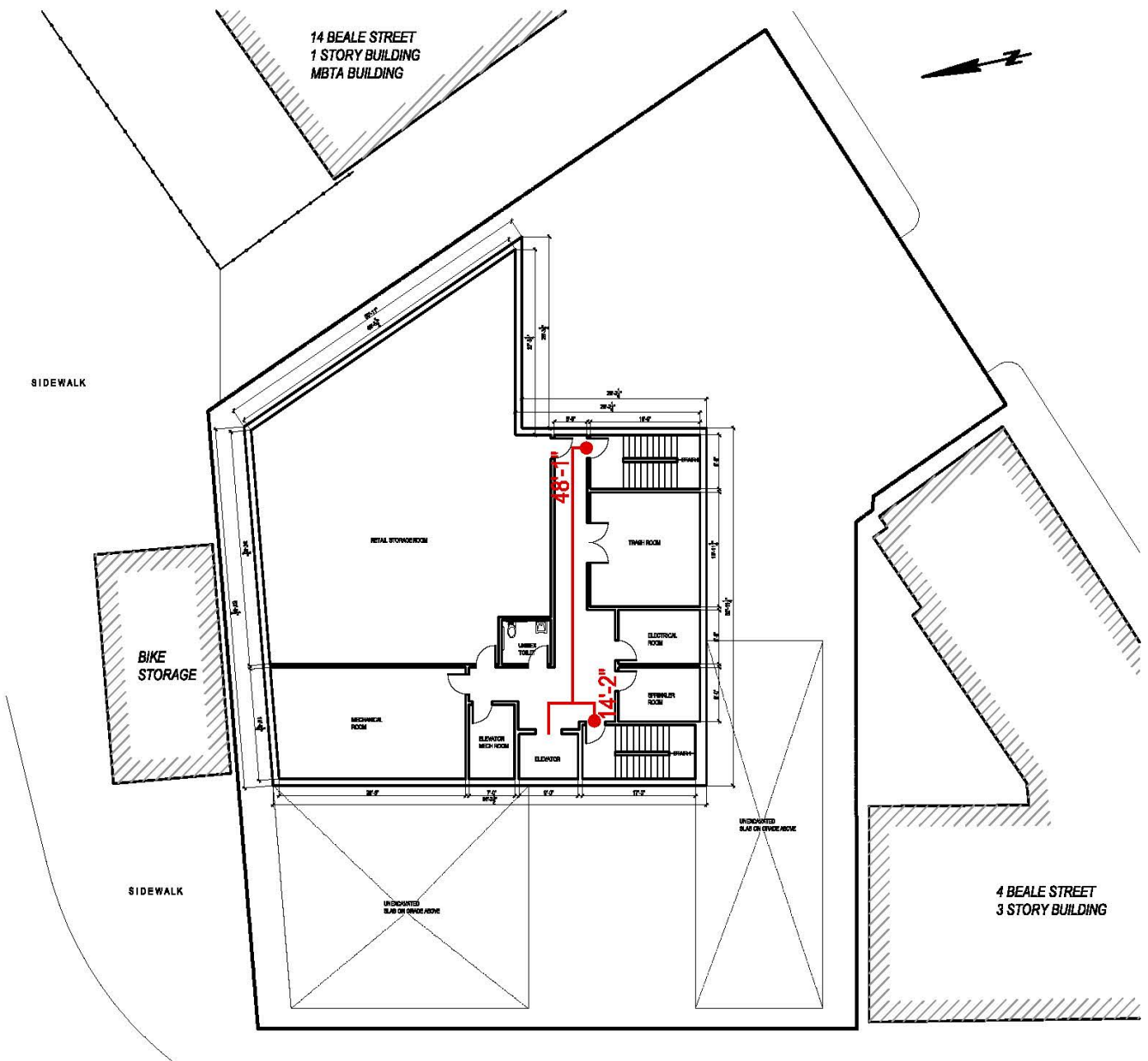


DIAGRAM OF ACCESSIBLE ROUTE

BASEMENT PLAN

1970 DORCHESTER AVENUE
DORCHESTER, MA 02124

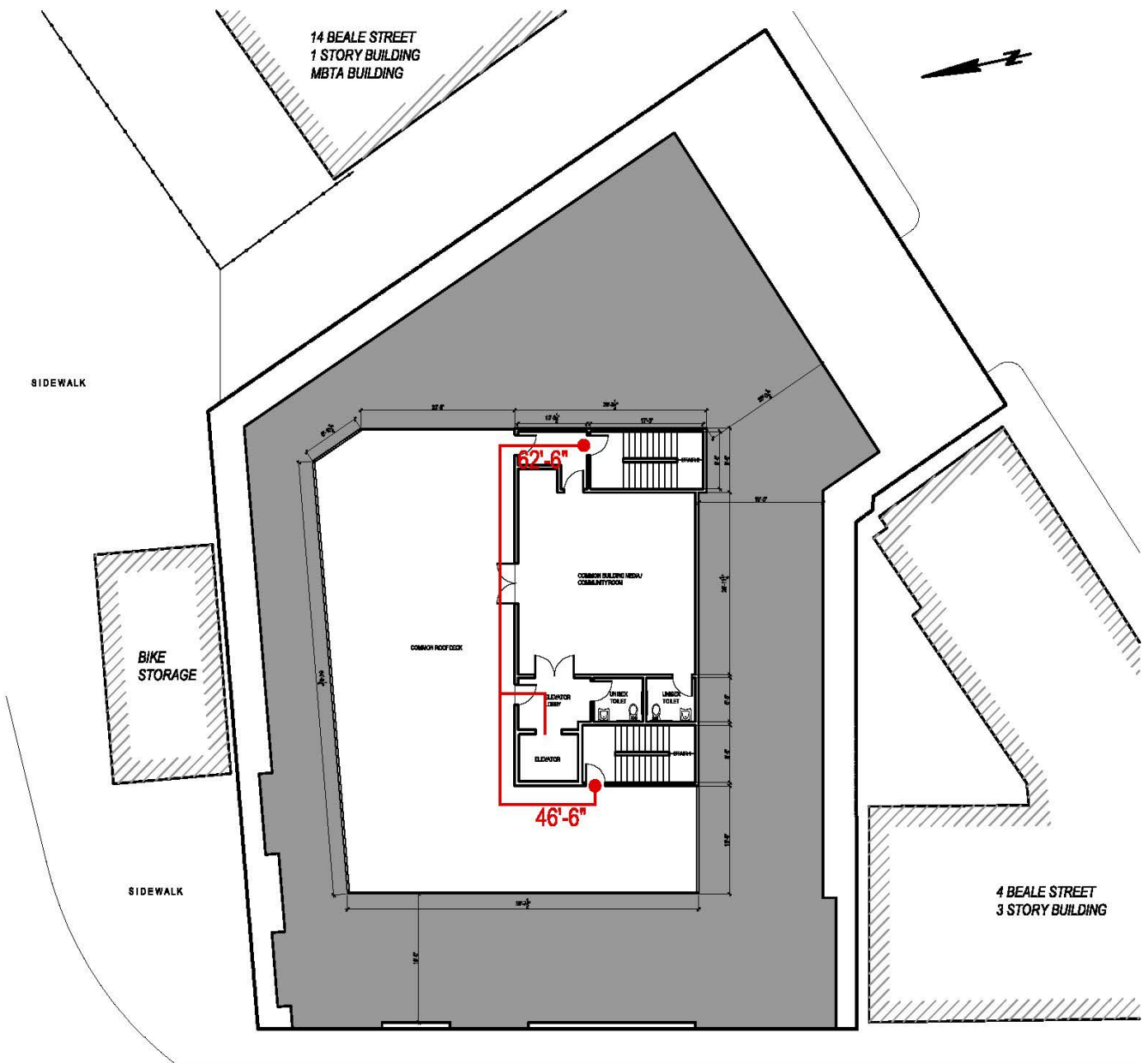


DIAGRAM OF ACCESSIBLE ROUTE

ROOF DECK PLAN

1970 DORCHESTER AVENUE
DORCHESTER, MA 02124



1970 Dorchester Avenue

Dorchester (Boston), Massachusetts

Mixed-Use Residential / Commercial Development