815 EAST FIFTH STREET / 812 EAST SIXTH STREET
RESIDENTIAL DEVELOPMENT

815 EAST FIFTH STREET
SOUTH BOSTON, MA 02127

815 EAST 5TH STREET, LLC
103 CLAYTON STREET
DORCHESTER, MA 02122

APPLICATION FOR SMALL PROJECT REVIEW
SUBMITTED TO THE BOSTON REDEVELOPMENT AUTHORITY
14 JANUARY 2015

A&M Adams & Morancy
COUNSELORS - AT - LAW

January 14, 2015

Brian Golden, Director
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

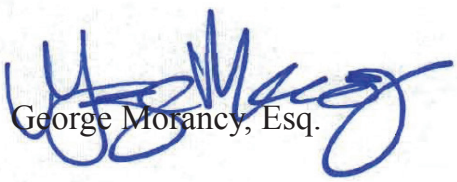
Dear Mr. Golden:

It is my pleasure to submit this application for Small Project Review pursuant to Article 80, Section 80E, of the Boston Zoning Code, for the 815 East Fifth Street/812 East Sixth Street Residential Development project in South Boston.

The proposed project is to consist of 19 new residential units, primarily market-rate, with an affordable commitment to be determined in accordance with the Mayor's executive order on inclusionary development.

The applicant is 815 East 5th Street, LLC, by its principals, Aidan Gregory Feeney and Brendan Feeney. The project architects are Touloukian Touloukian Inc. On behalf of the applicant and the development team, I wish to thank the BRA for its guidance and assistance to date in this matter. We look forward to continuing our strong working relationship with the BRA as we move towards final approval of this project.

Very truly yours,



George Morancy, Esq.

CONTENTS

1.0 PROJECT INTRODUCTION

1.1 PROJECT TEAM

DEVELOPER & APPLICANT
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1.2 PROJECT SUMMARY

The proposed Project is the new construction development of a 17,500sf site at 815 East Fifth Street and 812 East Sixth Street in South Boston.

The Project proposal consists of a 10-unit and a 9-unit new construction building above a predominantly underground parking garage with 33 off-street residential parking spaces. The GSF is approximately 31,673 with an FAR of approximately 1.81. The building fronting East Fifth Street is 3 stories and approximately 36 ft above grade and the building fronting East Sixth Street is 3 stories and approximately 38 ft above grade with a 4th story set back and approximately 46 ft above grade.

The two buildings are separated by an open space garden courtyard that is coplanar with East Fifth Street grade and above the underground parking garage. The below-grade parking is accessed from the garage door on East Sixth Street. There are two individual trash rooms for each respective building located in the parking garage. Garbage removal will be provided by a private trash company retained by the condominium association. There will be approximately 19 bike parking spaces (1 per unit) located in the parking garage and accessible access will be provided to each residential unit from the parking garage and entries along East Fifth Street and East Sixth Street, respectively.

Of the 19 residential units, 17 units will be market rate and two units will be designated as Affordable as to be determined by the Boston Redevelopment Authority in accordance with the Mayor's Executive Order on Inclusionary Development.

The Applicant has taken great care to address community concerns expressed throughout the design process. Working with Touloukian Touloukian Inc. to rethink the architectural and urban design of the Project and with the BRA to identify the key issues in the project, the team has developed an approach to the design that reduces the visual impact of the building massing, mitigates the density of the Project, and creates architecture that compliments and integrates into the surrounding neighborhood character.

1.3 COMMUNITY BENEFITS

The proposed Project will offer many public benefits to the City Point neighborhood and the City of Boston. Immediate benefits will include:

- Two attractive and new residential buildings to replace an existing commercial building in poor repair
- The creation of 19 new market-rate units including 2 affordable units
- 33 new off-street parking spaces exceeding the minimum zoning requirements by nearly one hundred percent
- Increased open space and natural light than provided in the existing conditions
- A commitment to negotiate public sidewalk improvements as needed, to compliment the new building and site
- Landscape improvements abutting the public way and private abutters to enliven the streetscape and improve natural transitions and continuity between adjacencies
- The generation of approximately one hundred thousand dollars in revenue annually to the City of Boston in the form of real property tax payments
- The expected creation of more than 85 construction jobs over the length of the proposed project
- The replacement of an aesthetically unappealing commercial concrete block building in the midst of a thriving neighborhood with an active and attractive residential development

2.0 DETAILED PROJECT INFORMATION

2.1 PROJECT HISTORY

The proposed Project occupies a 17,500±sf site at 815 East Fifth Street in South Boston (Parcel ID 0604377000). The parcel is approximately 70'-0" x 250'-0" and is a through block site between East Fifth Street and East Sixth Street.

The existing building on the site dates from the late nineteenth century. It originally served as a car house and stable for the West End Street Railway Company, which operated a streetcar line to and from City Point. Since the mid-twentieth century, the building has been used as a warehouse and at one time, its upper floor was occupied by a school. It is currently being occupied as a storage facility. [See Appendix A: Historical Site Photographs for reference].

2.2 PROJECT FINANCING

The developers are the owners of Feeney Brothers Excavation, LLC, a Dorchester-based excavation and construction company, with over 200 employees. The company is one of the most respected underground utility corporations in the area, with over 32 years of experience in the industry. In recent years, they have successfully developed numerous residential projects in the Boston area, including the 15-unit residential redevelopment of the former Benjamin Pope School at 114 O Street in South Boston, located less than one block from the project site. They have strong working relationships with several major lenders, a strong record of financial security, and intend to finance the Project construction and development using traditional institutional lender financing, with a pre-approved commitment from Webster Bank of Waterbury CT.

CONSTRUCTION COST		approximately $8 million
DISCLOSURE OF BENEFICIAL INTEREST	Aidan Gregory Feeney, 103 Clayton Street, Dorchester MA	1/3 Interest
	Brendan Feeney, 103 Clayton Street, Dorchester MA	1/3 Interest
	Eoin Barry, 540 Gallivan Boulevard, Dorchester MA	1/3 Interest
ESTIMATED CONSTRUCTION START		MARCH 2015
ESTIMATED CONSTRUCTION COMPLETION		MARCH 2016

2.3 PROJECT PROGRAM DATA AND DIMENSIONS

LOT AREA	17,500 gsf

GROSS SF	5TH STREET BUILDING	6TH STREET BUILDING
GARAGE LEVEL	1,461 gsf	1,229 gsf
FIRST FLOOR	5,064 gsf	5,012 gsf
SECOND FLOOR	4,956 gsf	4,947 gsf
THIRD FLOOR	4,637 gsf	4,367 gsf
	16,118 gsf	15,555 gsf

TOTAL APPROXIMATE GSF	31,673 gsf
APPROXIMATE FAR	1.81
USABLE OPEN SPACE	441 sf per unit
TOTAL NUMBER OF UNITS	19
UNITS AT EAST 5TH STREET BUILDING	9
UNITS AT EAST 6TH STREET BUILDING	10
NUMBER OF MARKET-RATE UNITS	17
NUMBER OF AFFORDABLE UNITS	2
NUMBER OF 1-BEDROOM UNITS	1
NUMBER OF 2-BEDROOM UNITS	12
NUMBER OF 3-BEDROOM UNITS	6
TOTAL NUMBER OF BEDROOMS	43

UNIT NSF	5TH STREET BUILDING		6TH STREET BUILDING
UNIT 1	1,583 sf	UNIT 10	1,322 sf
UNIT 2	1,200 sf	UNIT 11	944 sf
UNIT 3	1,235 sf	UNIT 12	1,353 sf
UNIT 4	1,241 sf	UNIT 13	1,095 sf
UNIT 5	1,557 sf	UNIT 14	1,370 sf
UNIT 6	1,280 sf	UNIT 15	1,471 sf
UNIT 7	1,313 sf	UNIT 16	1,446 sf
UNIT 8	1,272 sf	UNIT 17	1,610 sf
UNIT 9	1,243 sf	UNIT 18	1,208 sf
		UNIT 19	1,218 sf
	11,924 sf		13,037 sf

TOTAL APPROXIMATE NET SALEABLE SF	24,961 sf
NET TO GROSS RATIO	approximately 78.8%
OFF-STREET PARKING	33 SPACES (1.74 SPACES PER UNIT)

2.4 URBAN DESIGN APPROACH

The proposed Project site is located in the City Point neighborhood in South Boston, stretching from East Fifth Street to East Sixth Street between O Street and P Street. The site slopes down approximately10 ft from East Fifth Street to East Sixth Street. With these topographical site conditions in mind, the Project locates the parking garage slightly below the lowest grade with its entrance at grade along East Sixth Street, rendering the parking garage invisible along East Fifth Street. This strategy also allows for a continuous grade from East Fifth Street into an interior courtyard above the parking garage and provides direct pedestrian access to the residential units.

The Project design separates the main residential program between two three-story buildings above the parking garage, one situated with frontage on East Fifth Street and the other with frontage on East Sixth Street, consistent in scale and distribution with the surrounding residential fabric. The two buildings are offset in alignment through the site, producing a diversity of views through the site and to the streets and city beyond. In addition, either building will be accessible by elevator or stair through the parking garage, and one residential unit in the East Sixth Street building will be accessible directly from the street, creating a townhouse-style presence similar to buildings nearby.

Positioning the two buildings with frontage along each street creates a generous open space at the center of the site in keeping with the development pattern of backyards so common in the neighborhood. An area that is currently dominated by the tall brick structure of the existing building will become a new green space, improving the site with more natural light and ventilation and more continuity with the adjacent residential context.

Setbacks from the adjacent properties allow for light and air to circulate between the buildings and for greater visibility in the site, and careful articulation of the building massing mediates between the characteristics of the adjacent properties and the proposed Project. The architectural design of the Project recalls the details of the context, with mansard roofs and bay windows and familiar materials like siding and masonry. [See Appendix C: Urban Design Submission for drawings and images of the Project design].

2.5 TRAFFIC, PARKING, AND ACCESS

The proposed Project design provides access for pedestrians, drivers, and bicyclists. Movement through the site is designed to provide safe circulation for both the residents of the buildings and the members of the community that surrounds it. The parking garage accommodates 33 vehicles, including two accessible spaces and one van-accessible space. This parking exceeds the required parking for the development as designated by the City of Boston's parking guidelines, at approximately 1.74 spaces per residential unit. In addition, the garage includes bicycle parking near its entry. Pedestrians can enter safely from the parking garage or from either street into the buidings, and the parking garage entry is located to create safe conditions at East Sixth Street. Each of the two residential buildings contains a designated trash and recycling room in the parking garage below, allowing the building a clean and efficient system of waste removal.

The Applicants commissioned Vanasse Hangen Brustlin, Inc. (VHB) to conduct a transportation study to help assess and quantify the anticipated traffic and parking impacts of the proposed Project. The complete traffic study included four intersections surrounding the project site and evaluated existing and future conditions. VHB's analysis, conforming to the Boston Transportation Department's Transportation Access Plan Agreement guidelines, presents an evalutaion and summary of existing and future transportation impacts of the proposed Project. The study concluded that traffic expected to be generated by the proposed project is expected to be minimal and to have no measurable impact on the area's transportation infrastructure. [See Appendix D: Transportation Study for the report summary].

3.0 RULES AND REGULATIONS

3.1 ZONING CODE DATA

The site is located within an R-.8 residential zoning district (Map 4- South Boston), and a Greenbelt Protection Overlay district of the City of Boston Zoning Code. As per Article 13, Table B, the applicable required and proposed zoning dimensional regulations for the Project are as follows:

DIMENSIONAL REGULATIONS	REQUIRED	PROPOSED
MINIMUM LOT SIZE	5,000 sf	
LOT AREA FOR EACH ADDITIONAL DWELLING UNIT	1,500 sf	
TOTAL MINIMUM LOT AREA REQUIRED FOR PROJECT	32,000 sf	17,500 sf
MINIMUM LOT WIDTH	50 ft	70 ft
MINIMUM LOT FRONTAGE	50 ft	70 ft
MAXIMUM FAR	0.80	approx 1.81
MAXIMUM BUILDING HEIGHT IN STORIES	3	3-4
MAXIMUM BUILDING HEIGHT IN FEET	approx 35 ft	approx 36-46 ft
USABLE OPEN SPACE PER DWELLING UNIT	800 sf	approx 441 sf
MINIMUM FRONT YARD SETBACK	20 ft or existing modal alignment	existing modal alignment
MINIMUM SIDE YARD SETBACK	10 ft	0 ft per existing structure, 7-13 ft
MINIMUM REAR YARD SETBACK	40 ft or existing modal alignment	50 ft between buildings

OFF-STREET PARKING	REQUIRED	PROPOSED
OFF-STREET PARKING REQUIRED PER MARKET-RATE UNIT	0.90 SPACE	1.8
OFF-STREET PARKING REQUIRED PER AFFORDABLE UNIT	0.70 SPACE	1.0
TOTAL REQUIRED OFF-STREET PARKING	17 SPACES	33 SPACES

ZONING RELIEF REQUIRED

ARTICLE 8 SECTION 7	MULTI-FAMILY DWELLING BUILDING FORBIDDEN
ARTICLE 14 SECTION 1	LOT AREA INSUFFICIENT
ARTICLE 14 SECTION 2	LOT AREA FOR ADDITIONAL DWELLING UNITS INSUFFICIENT
ARTICLE 15 SECTION 1	FAR EXCESSIVE
ARTICLE 16 SECTION 1	EXCESSIVE HEIGHT
ARTICLE 17 SECTION 1	USABLE OPEN SPACE INSUFFICIENT
ARTICLE 19 SECTION 1	SIDE YARD INSUFFICIENT
ARTICLE 29 SECTION 4	GPOD APPLICABILITY

3.2 ANTICIPATED PERMITS AND APPROVALS

BOSTON REDEVELOPMENT AUTHORITY	ARTICLE 80 SMALL PROJECT REVIEW
	BRA COMMUNITY REVIEW
	AFFORDABLE HOUSING AGREEMENT
BOSTON WATER AND SEWER COMMISSION	LOCAL SEWER AND WATER TIE-IN & SITE PLAN APPROVAL
BOSTON PUBLIC SAFETY COMMISSION COMMITTEE ON LICENSES	PARKING GARAGE PERMITS
BOSTON INSPECTIONAL SERVICES DEPARTMENT	ZONING BOARD OF APPEAL APPROVAL
	BUILDING PERMIT
	CONSTRUCTION PERMIT
	CERTIFICATE OF OCCUPANCY

3.3 BUILDING CODE ANALYSIS

The project is proposed to be classified as per the following:

Use Group Classification: Mixed Use: Multi-family R-2 (19 Residential Units) and S-2 (Parking Garage)

Construction Type: Type IA "Pedestal System" for the basement parking garage, first floor assembly system and its supporting construction, and Type VA construction above the first floor to and including the roof assembly.

Sprinkler: NFPA 13

3.4 ACCESSIBILITY

This project is proposed to be compliant with 521 CMR. Residential units to be Group 1 Dwelling Units. Townhouse units (duplexes) are exempt from Group 1 Dwelling Units.

Please see Appendix F: Accessibility Checklist for further information.

APPENDIX A
HISTORICAL SITE PHOTOGRAPHS

PHOTOGRAPH OF EXISTING BUILDING, 1897

PHOTOGRAPH OF EXISTING BUILDING, 1884

APPENDIX B
EXISTING SITE CONDITIONS

EXHIBIT A AERIAL VIEW OF SITE

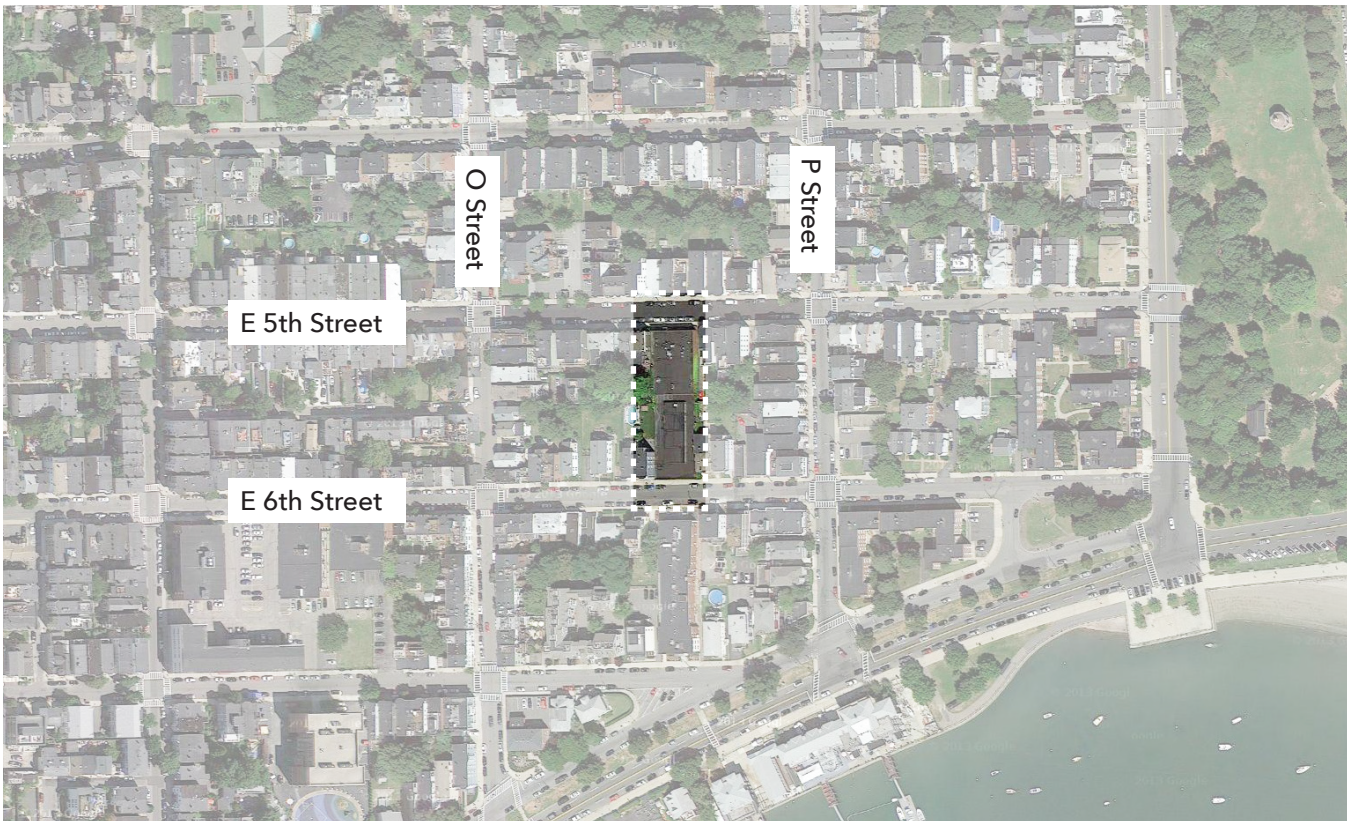


EXHIBIT A AERIAL VIEW OF SITE

EXHIBIT A AERIAL VIEW FROM SOUTH

EXHIBIT A AERIAL VIEW FROM EAST

EXHIBIT A AERIAL VIEW FROM NORTH

EXHIBIT A AERIAL VIEW FROM WEST

PERSPECTIVE VIEW ALONG EAST 5TH STREET

PERSPECTIVE VIEW OF NORTH FACADE ALONG EAST 5TH STREET

PERSPECTIVE VIEW OF NORTH FACADE ALONG EAST 5TH STREET

SITE ELEVATION NORTH FACADE ALONG EAST 5TH STREET

PERSPECTIVE VIEW ALONG EAST 6TH STREET

PERSPECTIVE VIEW OF SOUTH FACADE ALONG EAST 6TH STREET

PERSPECTIVE VIEW OF SOUTH FACADE ALONG EAST 6TH STREET

SITE ELEVATION SOUTH FACADE ALONG EAST 6TH STREET

APPENDIX C
URBAN DESIGN SUBMISSION

P St.
E 5th St.
E 6th St.
70'-0"
70'-0"
5'-0"
110'-0"
24'-0"
250'-0"

P St.
E 5th St.
E 6th St.
100'-0"
50'-0"
100'-0"
13'-0"
70'-0"
12'-0"
52'-0"
6'-0"
6'-0"
52'-0"
12'-0"
70'-0"
5'-0"
250'-0"
8'-0"

815

APPENDIX D
ARCHITECTURAL DRAWINGS

815 EAST FIFTH STREET
812 EAST SIXTH STREET
RESIDENTIAL DEVELOPMENT

SOUTH BOSTON, MA

14 JANUARY 2015

ARCHITECT

TOULOUKIAN TOULOUKIAN Inc.

151 PEARL STREET, SECOND FLOOR, BOSTON, MA 02110

TEL: 617.526.0884

NOT FOR CONSTRUCTION

SEE A0.0 FOR ADDITIONAL INFORMATION

RESIDENTIAL DEVELOPMENT

815 East 5th Street
812 East 6th Street
South Boston, MA 02127

Touloukian
Touloukian Inc.
151 Pearl Street
Boston, MA 02110
(617) 526-0884

APPLICATION FOR SMALL PROJECT REVIEW

14 JANUARY 2015

Date: 14 JANUARY 2015
Scale: AS NOTED

REVISIONS

NO.	DATE

DRAWING NO.

TITLE SHEET

T0.0

GENERAL EXISTING & CODE REVIEW

GENERAL CONDITIONS:

- READ SPECIFICATIONS IN COLLABORATION WITH THE DRAWINGS. THE FOLLOWING SPECIFICATIONS ARE OUTLINE SPECIFICATIONS AND ONLY SOME OF THE MAIN PRODUCTS FOR THE PROJECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR/OWNER TO SPECIFY ALL MATERIALS AS REQUIRED TO BUILD THE PROJECT TO CODE AND TO THE INDUSTRY STANDARD OF CARE.
- ALL WORK MUST COMPLY WITH ALL APPLICABLE CODES, ORDINANCES AND REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION (BUILDING, ZONING, LANDMARKS ETC.)
- SUBMIT TO OWNER COPIES OF ALL PERMITS, LICENSES, INSPECTION REPORTS AND OTHER TRANSMITTALS FROM AUTHORITIES HAVING JURISDICTION.
- PROVIDE PROOF OF LICENSE, GENERAL LIABILITY INSURANCE, AND WORKERS COMPENSATION INSURANCE TO OWNER.
- NOTIFY TOULOUKIAN TOULOUKIAN INC. (TI) IF, UPON REVIEW OF THE DOCUMENTS, ANY AMBIGUITIES, INCONSISTENCIES, ERRORS OR OMISSIONS EXIST WHICH COULD LATER IMPACT THE COORDINATION OF THE PROJECT AND ITS INTENT. IF UPON REVIEW, THERE IS A CONFLICT BETWEEN THE DRAWINGS AND SPECIFICATIONS, ASSUME THE MORE EXTREME CONDITION.
- ALL CHANGES IN THE WORK SHALL BE DOCUMENTED, AND SHALL BE APPROVED BY THE OWNER IN WRITING BEFORE EXECUTION OF THE CHANGE. A FORMAL CHANGE ORDER IS REQUIRED PRIOR TO ANY CHANGE IN THE WORK, WHICH AFFECTS CONTRACT AMOUNT OR SCHEDULE, AND SHALL BE SIGNED BY THE OWNER AND CONTRACTOR.
- CONTRACTOR TO BE RESPONSIBLE FOR ALL STREET PARKING, PERMITS AND FEES.
- THE FOLLOWING SPECIFICATIONS AND DRAWINGS ARE FOR GENERAL INTENT AND ARE NOT LIMITED TO THE FOLLOWING. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETING THE PROJECT AS PER THE INTENT OF THE DRAWINGS, AS PER THE REGULATING CODES AND AS PER THE STANDARD OF CARE.

PROJECT CONDITIONS

- CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING A SAFE WORKPLACE AND SAFE PASSAGE OF PERSONS NEAR AREAS OF WORK.
- CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNERS AND (TI) AGAINST ALL CLAIMS AND DAMAGES RELATED TO WORKPLACE SAFETY AND COMPLIANCE WITH GOVERNING REGULATIONS.
- CONTRACTOR SHALL PREVENT DAMAGE TO PROPERTY, AND SECURE SITE AND MATERIALS AGAINST THEFT AND VANDALISM. SECURE BUILDING FROM UNAUTHORIZED ACCESS WHENEVER POSSIBLE.
- MAINTAIN A CLEAN AND ORDERLY WORK SITE. CLEAN UP ALL WASTE AND DEBRIS, REMOVE FROM SITE REGULARLY AND LEGALLY DISPOSE OF OFF-SITE IN ACCORDANCE WITH LOCAL ORDINANCE. DO NOT DISPOSE OF OR DRAIN HAZARDOUS MATERIALS AND CHEMICALS INTO SINKS, TOILETS, OR SOILS ETC.
- PROVIDE TEMPORARY ENCLOSURES AND WEATHER PROTECTION TO PREVENT WEATHER DAMAGE TO THE BUILDING AND NEIGHBORING PROPERTIES ASSOCIATED WITH CONTRACTED WORK.
- PROTECT AND MAINTAIN EXPOSED WOODWORK, INCLUDING WOOD FLOORING AND MILLWORK ITEMS SUCH AS WINDOWS AND DOORS, TO PREVENT UNNECESSARY DAMAGE.
- CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE INCURRED, AND WILL REPAIR/REPLACE DAMAGED EXISTING OR NEW WORK TO ITS FULL VALUE.
- PERFORM WORK IN A MANNER THAT IS FULLY CONSISTENT WITH QUALITY CRAFTSMANSHIP, WITHIN THE STANDARD OF PRACTICE.
- PROVIDE A CLEAN AND FINISHED ENVIRONMENT SUITABLE FOR OCCUPANCY UPON COMPLETION OF CONTRACTED WORK.
- COORDINATE REGULAR PROJECT PROGRESS MEETINGS ON SITE WITH THE OWNERS AND ARCHITECT.
- MAINTAIN A BINDER OF OPERATING AND MAINTENANCE INFORMATION FOR THE ENTIRE PROJECT, INCLUDING COMPLETE INFORMATION ABOUT ANY MECHANICAL, ELECTRICAL AND OPERATING EQUIPMENT. CLEARLY LABEL ALL NEW ELECTRICAL CIRCUITS AND PANELS. PROVIDE LIST OF INSTALLERS, SUPPLIERS AND DISTRIBUTORS OF MECHANICAL AND ELECTRICAL ITEMS.
- IF THE CONTRACTOR WISHES TO USE MATERIALS, EQUIPMENT OR SYSTEMS OTHER THAN THOSE SPECIFIED, THE OWNER MUST APPROVE THE PROPOSED SUBSTITUTION PRIOR TO PURCHASING OR FABRICATION.
- CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION OF TRADES AND SCHEDULES, INCLUDING LEAD TIMES, SUCH THAT CONSTRUCTION OCCURS IN A TIMELY AND SEQUENTIAL MANNER.
- ALL SUB-CONTRACTORS TO DO WORK IN A MANNER THAT IS FULLY COMPLETE AND IN A MANNER THAT IS CONSISTENT WITH QUALITY AND CONSISTENT CRAFTSMANSHIP, WITHIN THE STANDARD OF PRACTICE, AND WITH CONTINUOUS AND "LIKE NEW" APPEARANCES AND CONDITIONS.
- WHEN ENCOUNTERING HAZARDOUS MATERIALS, MAKE OWNER AWARE OF CONDITIONS BEFORE PROPER DISPOSAL.

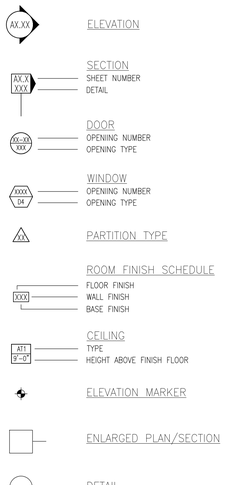
GENERAL NOTES:

1. GENERAL NOTES ARE APPLICABLE UNLESS OTHERWISE SPECIFICALLY NOTED ON THE DRAWINGS OR IN THE SPECIFICATIONS.
2. GENERAL CONTRACTOR IS:
   - TO DO ALL WORK TO THE APPLICABLE CODES GOVERNING THE PROJECT.
   - TO VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO CONSTRUCTION AND PRIOR TO ORDERING ANY MATERIALS/PRODUCTS FOR THE CONSTRUCTION. NOTIFY THE ARCHITECT IN WRITING OF ANY FIELD VARIATIONS RELATIVE TO THE DRAWINGS/SPECIFICATIONS PRIOR TO CONSTRUCTION.
   - RESPONSIBLE FOR THE THE STRUCTURAL INTEGRITY OF THE NEW STRUCTURE.
   - TO DESIGN/BUILD TO CODE ALL MEP/FP (MECHANICAL, ELECTRICAL, PLUMBING AND FIRE ALARM DESIGN) SYSTEMS. COORDINATE ALL LAYOUTS WITH THE ARCHITECT PRIOR TO CONSTRUCTION, AND THE CLEARANCES AND DIMENSIONAL REQUIREMENTS OF ALL OWNER SELECTED FIXTURES AND EQUIPMENT.
   - RESPONSIBLE FOR THE DESIGN/BUILD OF ALL WATERPROOFING, ROOFING, ROOF VENTING AND THERMAL PROTECTION AS REQUIRED BY CODE AND AS PER THE SELECTED PRODUCTS MANUFACTURER'S INSTRUCTIONS.
   - REVIEW ALL FINISH EXTERIOR AND INTERIOR DETAILS WITH THE ARCHITECT AND OWNER PRIOR TO CONSTRUCTION. PROVIDE MOCK-UPS OF ALL EXTERIOR TRIM ROUGH AND FINISH AT CORNICE DETAILS WITH ARCHITECT AND OWNER FOR REVIEW AND APPROVAL PRIOR TO ROUGH CONSTRUCTION AND ORDER OF FINISH MATERIALS.
   - RESPONSIBLE FOR PROVIDING BLOCKING FOR ALL FIXTURES, EQUIPMENT, APPLIANCES, CABINETS AND FINISH DETAILS AS REQUIRED BY THE MANUFACTURER AND FOR PROPER/SECURE INSTALLATION.
   - TO PROVIDE SHOP DRAWING, INSTALLATION DETAILS AND PRODUCT SUBMITTAL FOR REVIEW BY THE ARCHITECT AND OWNER OF ALL DOORS, WINDOWS, SKYLIGHTS, GARAGE DOORS, EXTERIOR TRIM MOULDINGS, WOOD WALL SHINGLES, AND ROOF SYSTEM.
   - RESPONSIBLE FOR VERIFYING ALL WINDOW AND DOOR ROUGH OPENINGS WITH THE SELECTED MANUFACTURER SIZES PRIOR TO CONSTRUCTION.
   - TO COORDINATE ALL SCOPE AND CONSTRUCTION BUDGETS WITH OWNER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
   - TO PROVIDE A PRE-BID CONFERENCE TO REVIEW ALL ASPECTS OF PROJECT WITH ARCHITECT AND ENGINEERS PRIOR TO CONSTRUCTION. SET UP PERIODIC SITE VISITS WITH OWNER/ARCHITECT TO REVIEW PROJECT AND THE DEVELOPMENT OF THE DESIGN INTENT.
   - TO BE RESPONSIBLE FOR THE DESIGN/BUILD OF THE FIRE BLOCKING AS REQUIRED BY CODE.
   - TO BE RESPONSIBLE FOR THE DESIGN/BUILD OF THE UNDERSLAB AND PERIMETER DRAINAGE SYSTEM AND DETAILS.
3. ALL INTERIOR FINISH DETAILS BY OWNER/CONTRACTOR.

DRAWING LIST

ARCHITECTURE

SYMBOLS



ABBREVIATIONS

ACOUST	ACOUSTICAL
ADMIN	ADMINISTRATION
AFF	ABOVE FINISHED FLOOR
AHU	AIR HANDLING UNIT
@	AT
&	AND
BB	BLUEBOARD
BC	---
CJ	CONTROL JOINT
℄	CENTER LINE
CL	CLOSET
CMU	CONCRETE MASONRY UNIT
CO	CONCRETE OPENING
CONC	CONCRETE
CORR	CORRIDOR
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DW	---
DWG	DRAWING
EOS	EDGE OF SLAB
EQ	EQUAL
EXIST	EXISTING
FD	FRAME DIMENSION
FD	FLOOR DRAIN
FF	FINISHED FLOOR
FIN	FINISH
FLR	FLOOR
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FON	FACE OF NOSING
FOS	FACE OF STUD
FT	FEET
FVC	FIRE VALVE CABINET
FX	FIRE EXTINGUISHER
FXC	FIRE EXTINGUISHER CABINET
GA	GAUGE
GALV	GALVANIZED
GB	GYPSUM BOARD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HP	HIGH POINT
INSUL	INSULATION
JT	JOINT
MAX	MAXIMUM
MECH	MECHANICAL
MEP	MECHANICAL, ELECTRICAL, AND PLUMBING
MIN	MINIMUM
MO	MASONRY OPENING
MS	METAL STUD
N/A	NOT APPLICABLE
NIC	NOT IN CONTRACT
NRC	NOISE REDUCTION COEFFICIENT
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
OH	OPPOSITE HAND
OPNG	OPENING
PL	PLASTER
P LAM	PLASTIC LAMINATE
PT	PRESSURE TREATED
R	RISER
RD	ROOF DRAIN
REF.	REFRIGERATOR
REINF	REINFORCEMENT
REQ	REQUIRED
RM	ROOM
RO	ROUGH OPENING
RTU	ROOFTOP UNIT
SB	---
SF	SQUARE FOOT
SPEC	SPECIFICATION
SS	STAINLESS STEEL
STC	SOUND TRANSMISSION COEFFICIENT
STOR	STORAGE
STRUC	STRUCTURAL
SWR	SHOWER
T	TREAD
VERT	VERTICAL
VIF	VERIFY IN FIELD
W/	WITH
WO	WINDOW OPENING
WS	WOOD STUD

NOT FOR CONSTRUCTION

SEE A0.0 FOR ADDITIONAL INFORMATION

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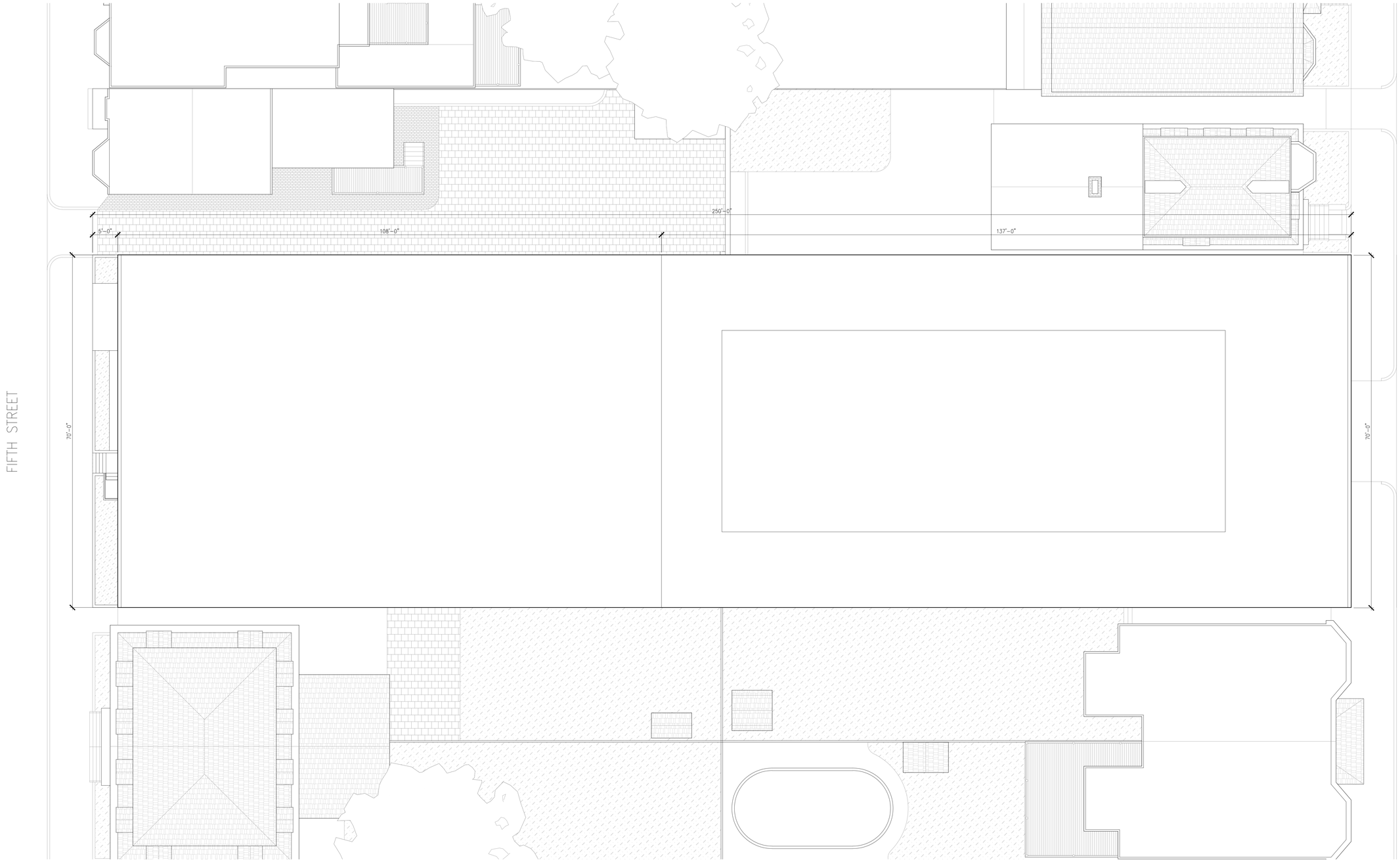
LEGEND AND NOTES

A0.0



A: EXISTING SITE PLAN
Scale 1/8" = 1'-0"

NOT FOR CONSTRUCTION

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EXISTING SITE PLAN

EX0.1

A: SITE PLAN
Scale 1/8" = 1'-0"

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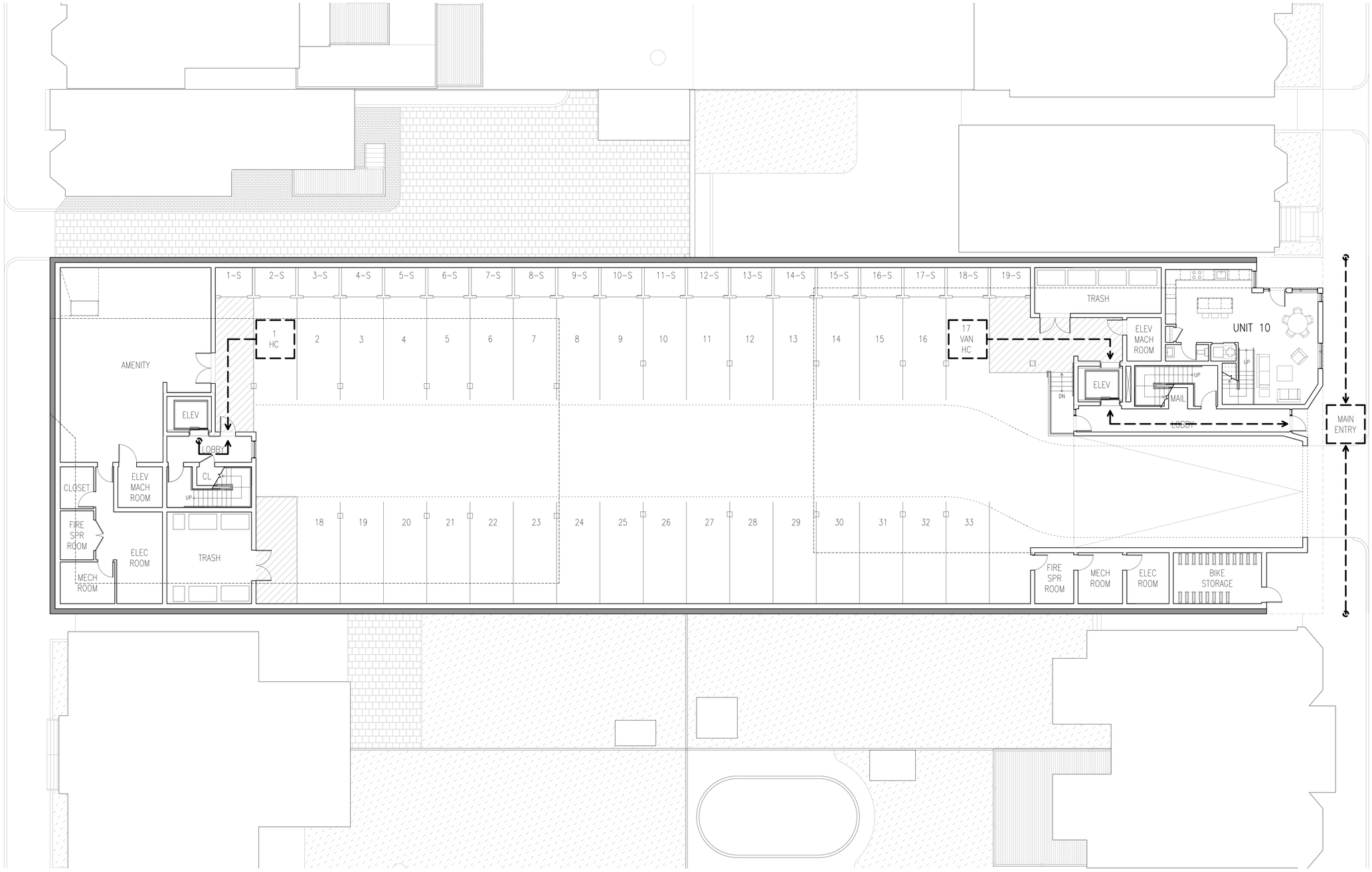
SITE PLAN

A0.1



A: GARAGE LEVEL ACCESSIBILITY PLAN

Scale 1/8" = 1'-0"

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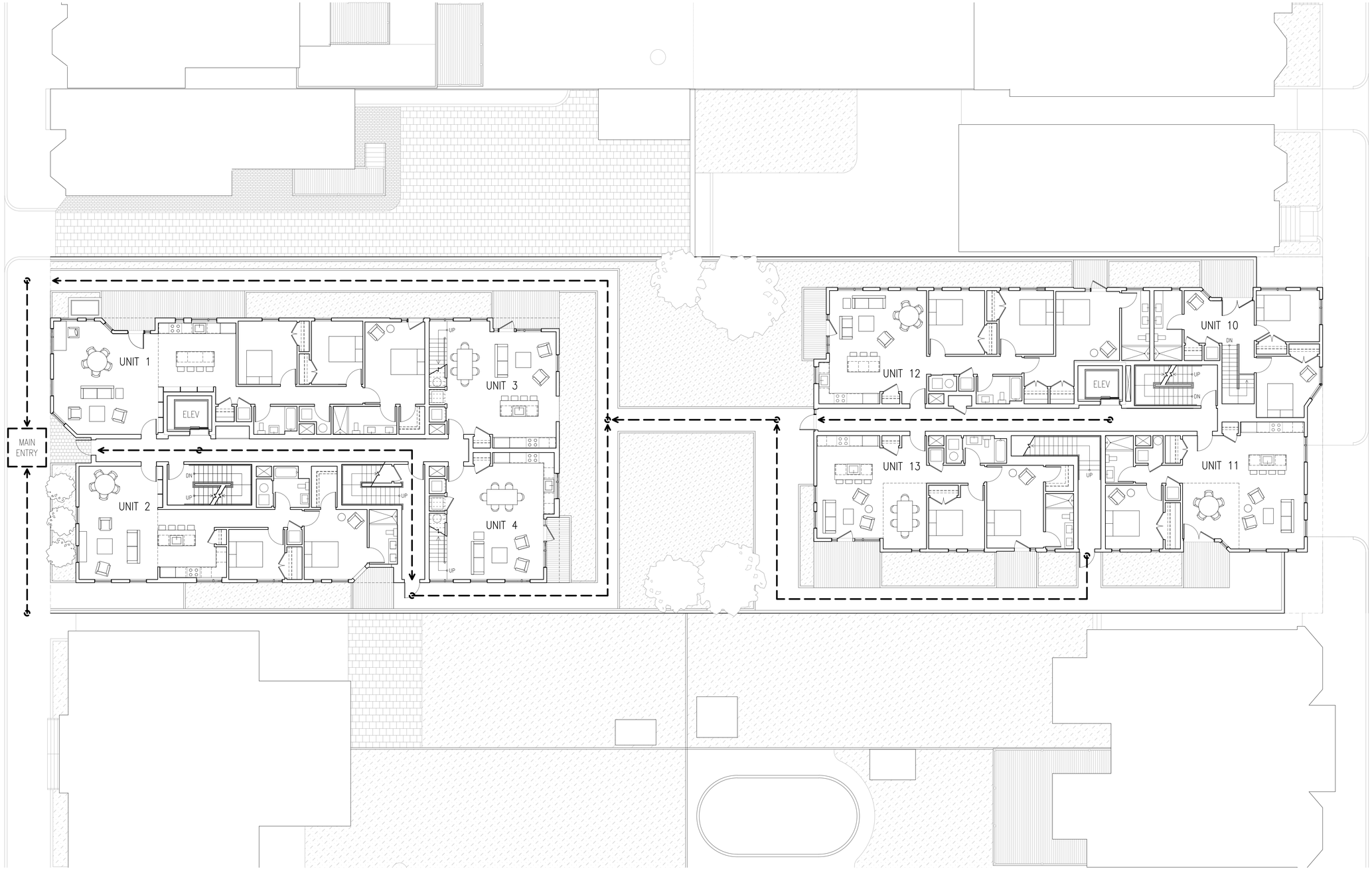
GARAGE LEVEL ACCESSIBILITY PLAN

A0.2



A: FIRST FLOOR ACCESSIBILITY PLAN
Scale 1/8" = 1'-0"

NOT FOR CONSTRUCTION

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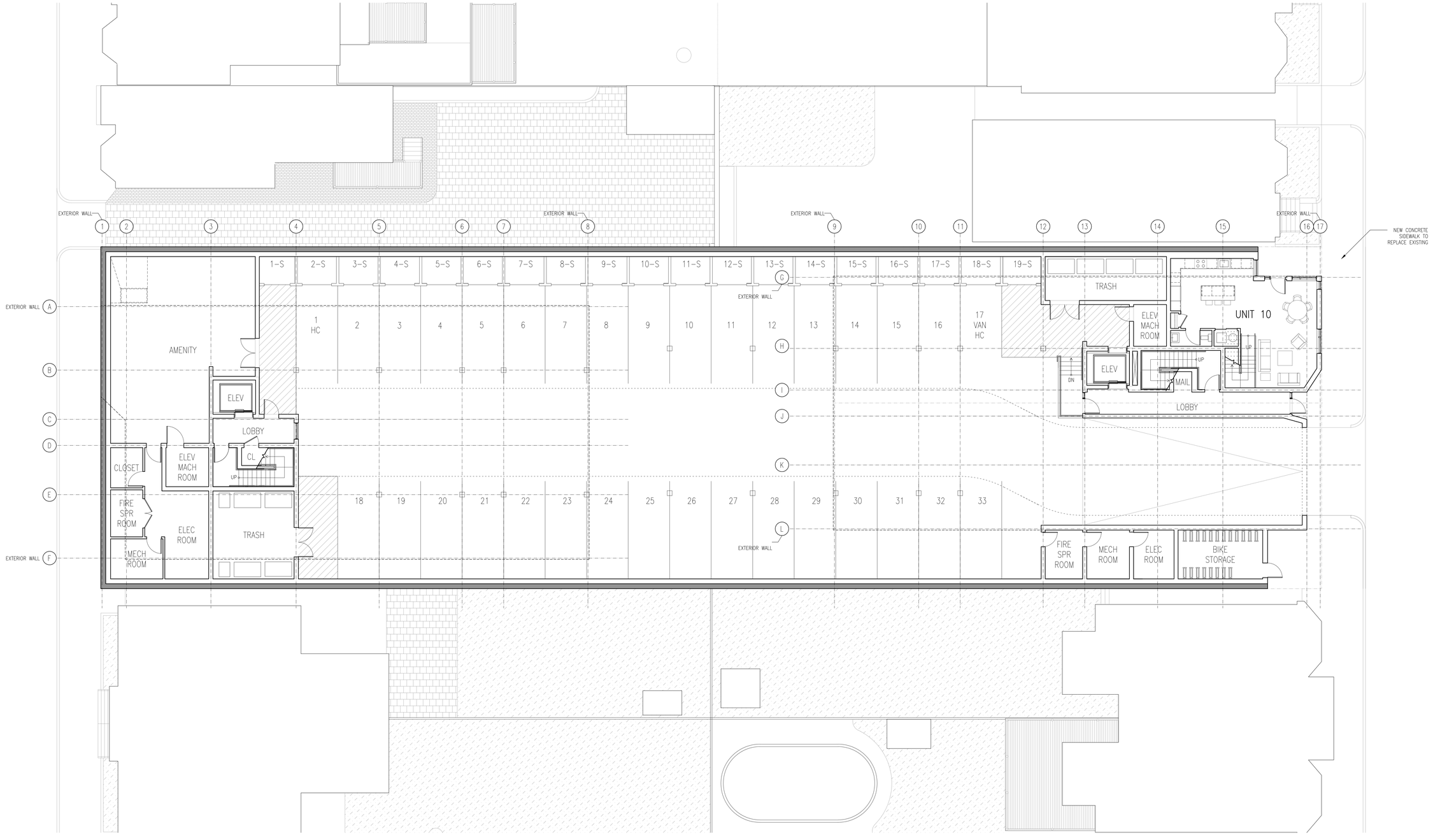
FIRST FLOOR ACCESSIBILITY PLAN

A0.3



A: GARAGE LEVEL PLAN

Scale 1/8" = 1'-0"

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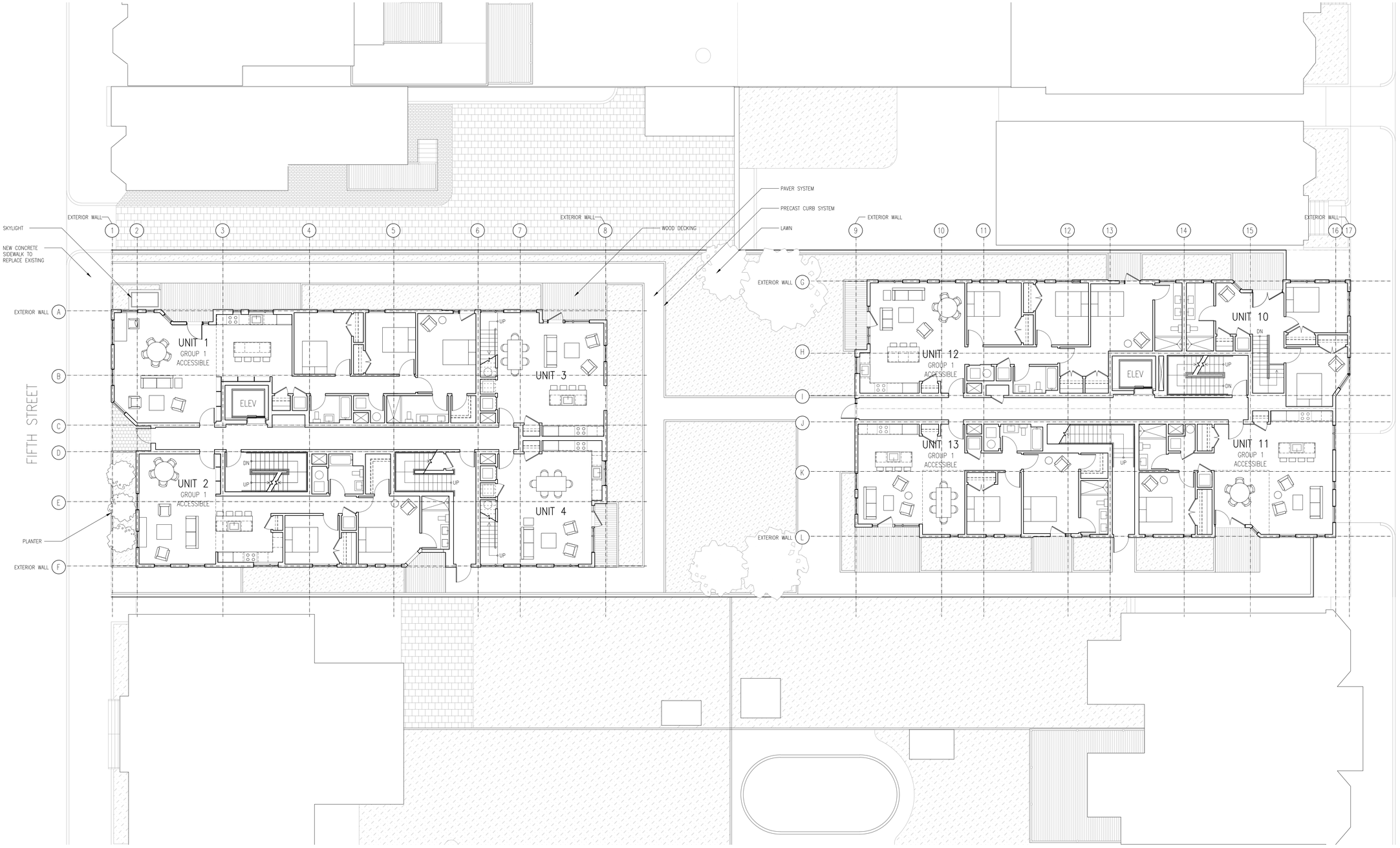
GARAGE LEVEL PLAN

A1.0



A: FIRST FLOOR PLAN

Scale 1/8" = 1'-0"

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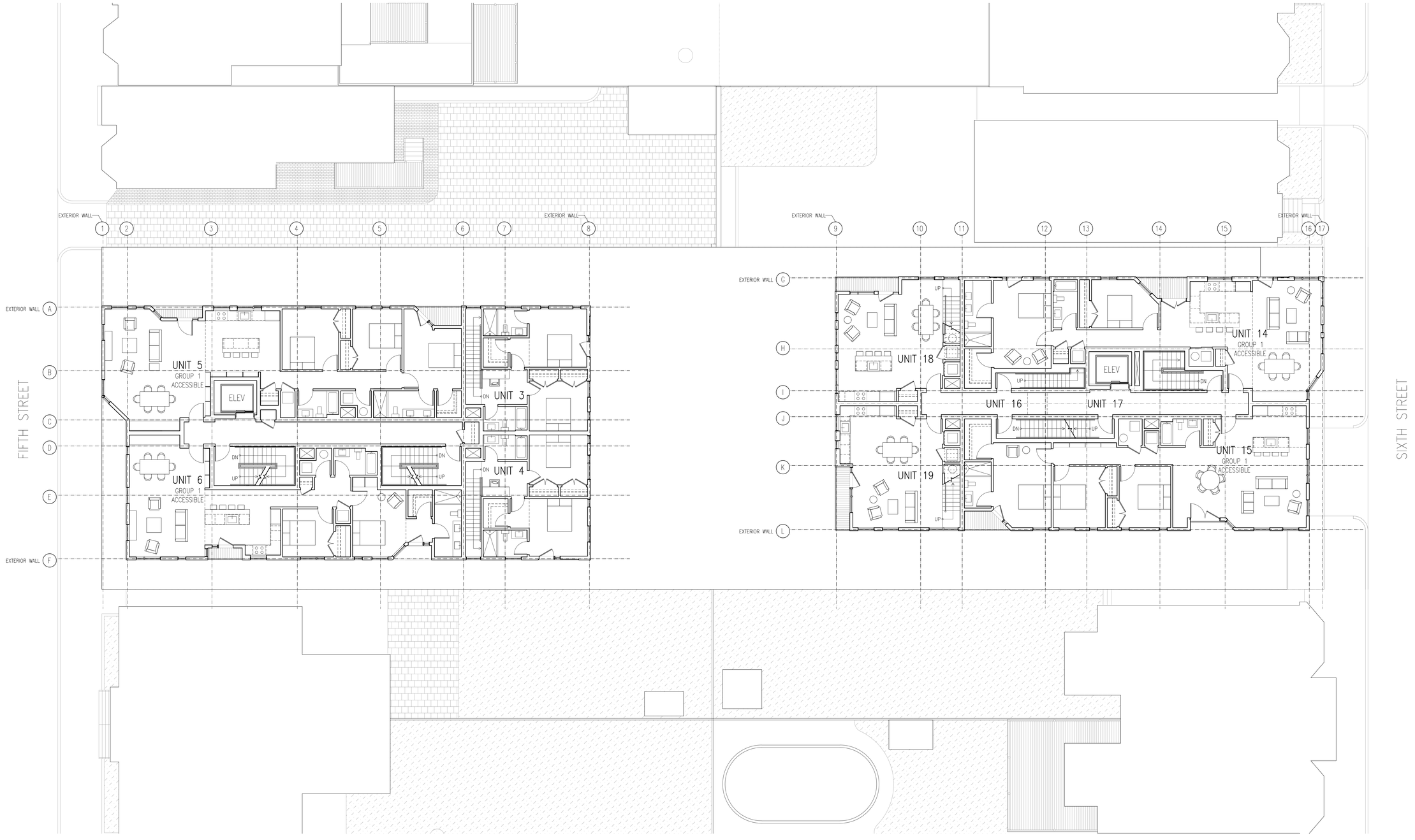
FIRST FLOOR PLAN

A1.1



A: SECOND FLOOR PLAN

Scale 1/8" = 1'-0"

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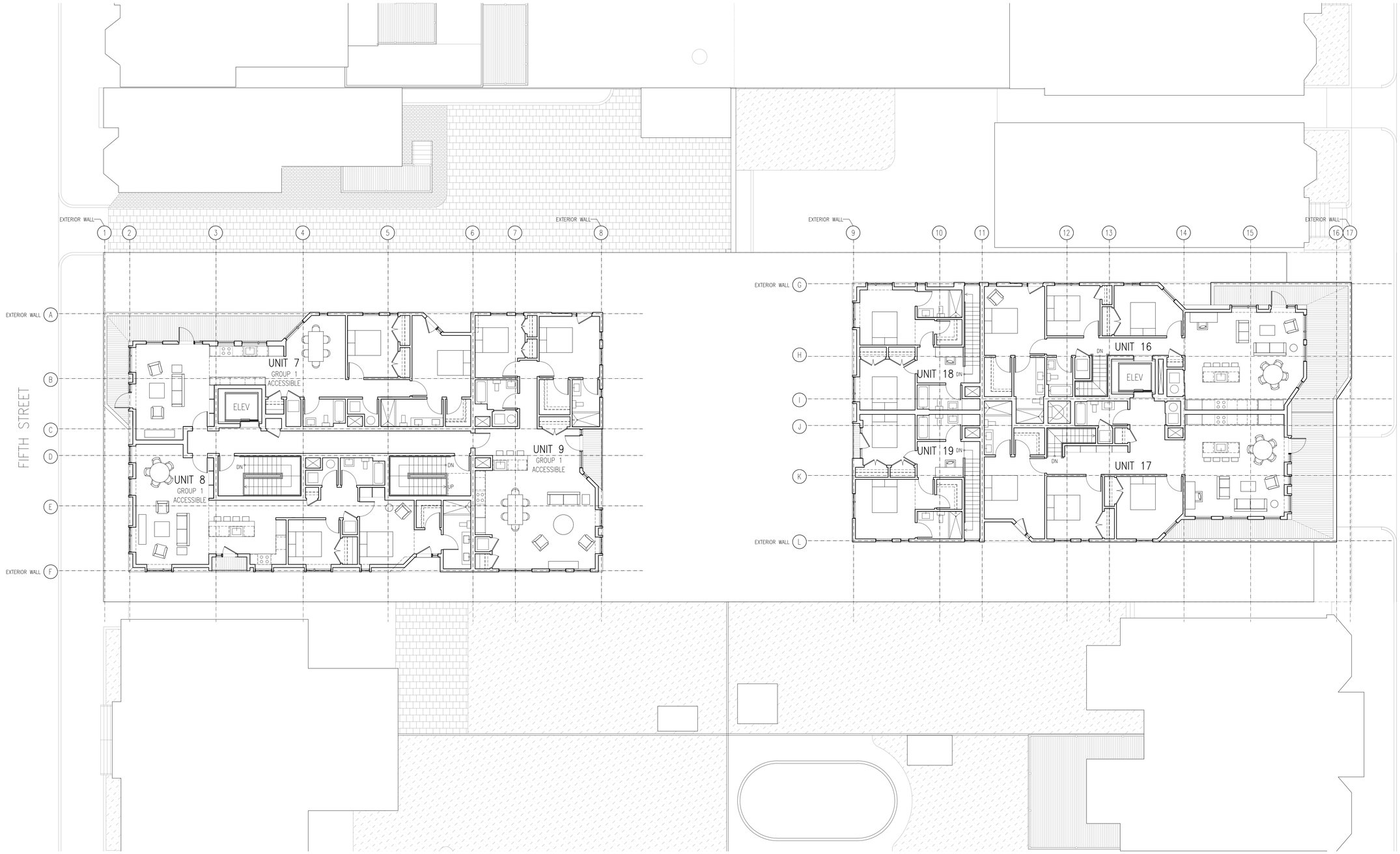
SECOND FLOOR PLAN

A1.2



A: THIRD FLOOR PLAN
Scale 1/8" = 1'-0"

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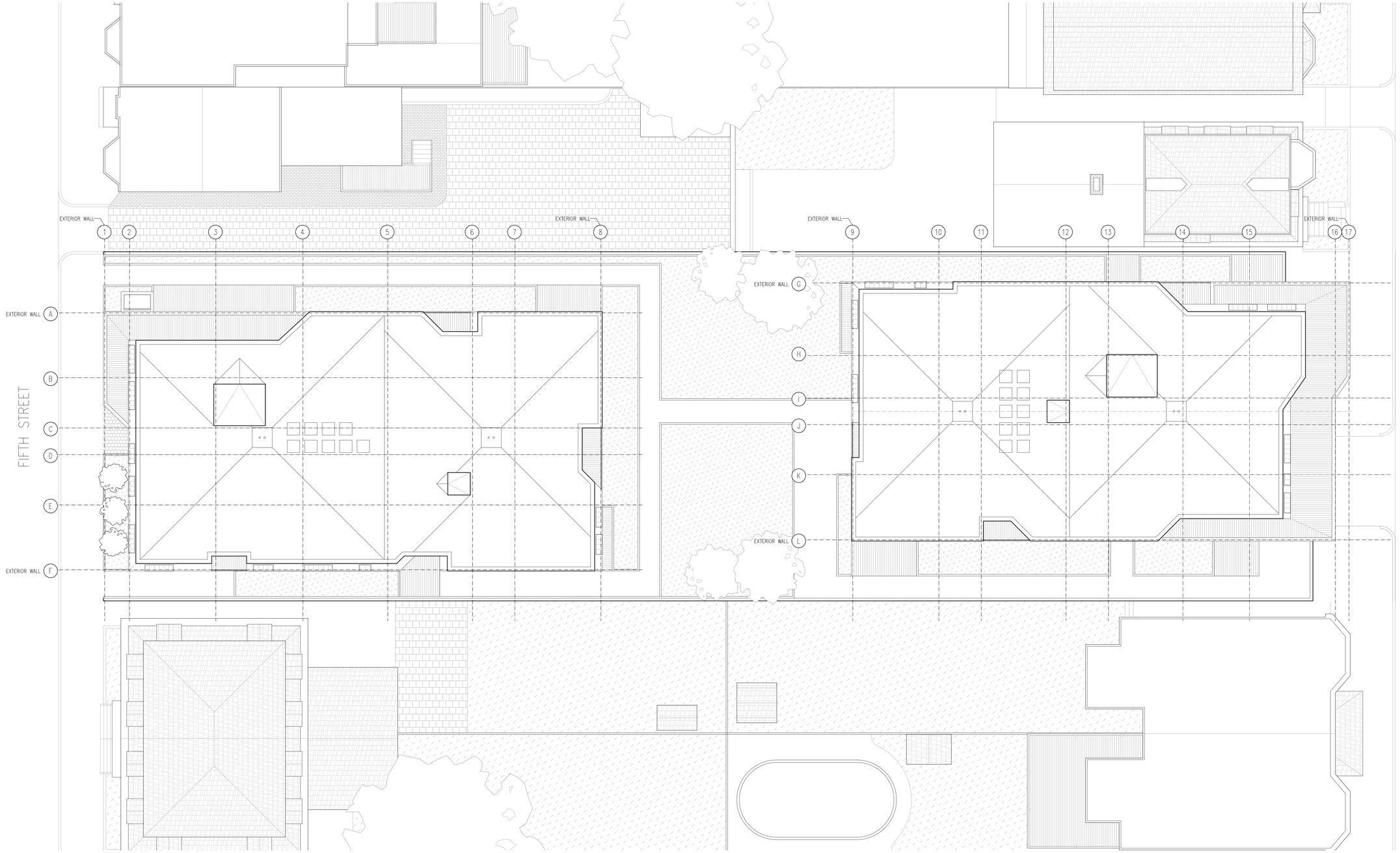
THIRD FLOOR PLAN

A1.3



A: ROOF PLAN
Scale 1/8" = 1'-0"

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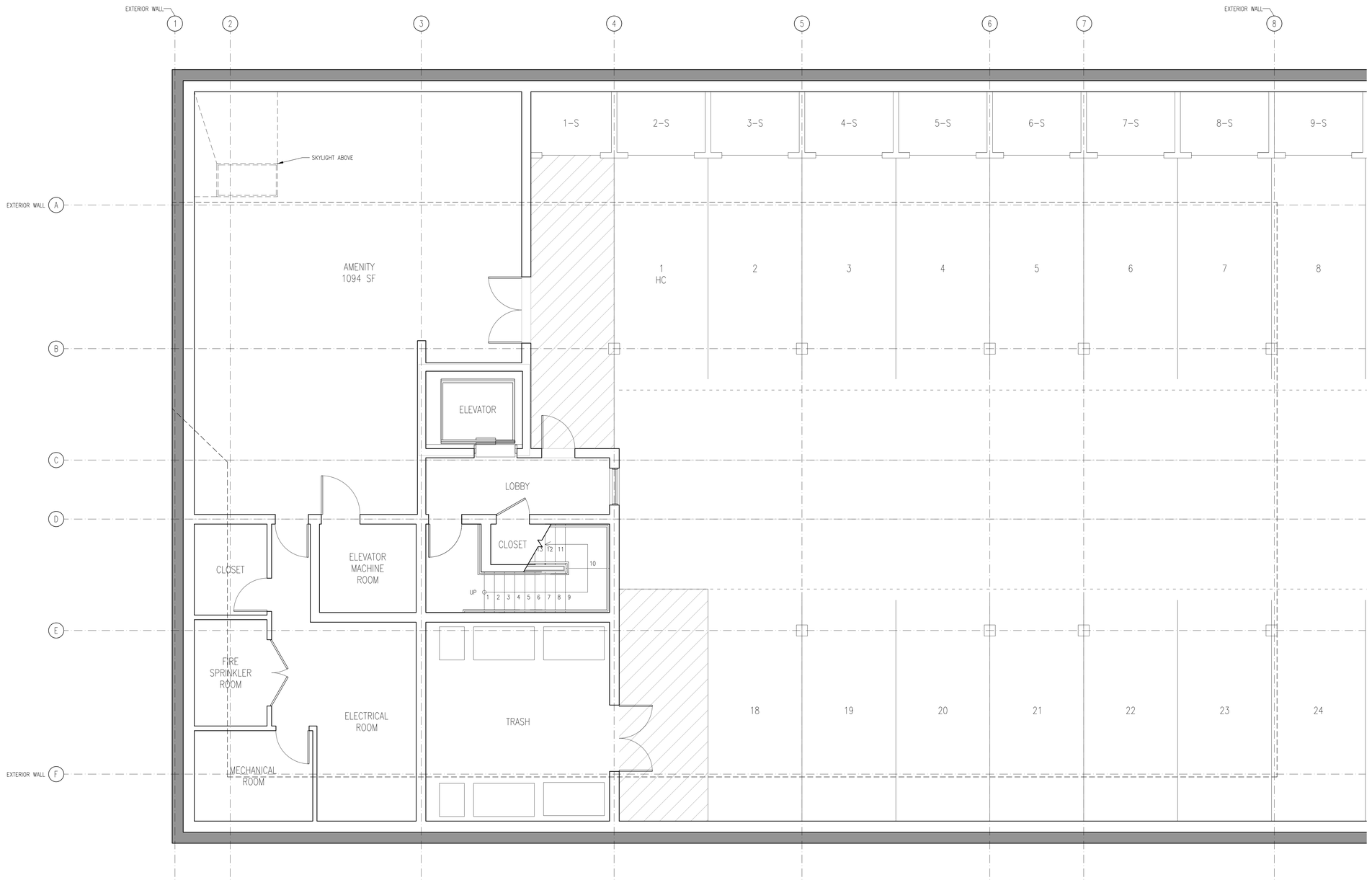
ROOF PLAN

A1.4



A: GARAGE LEVEL PLAN

Scale 1/4" = 1'-0"

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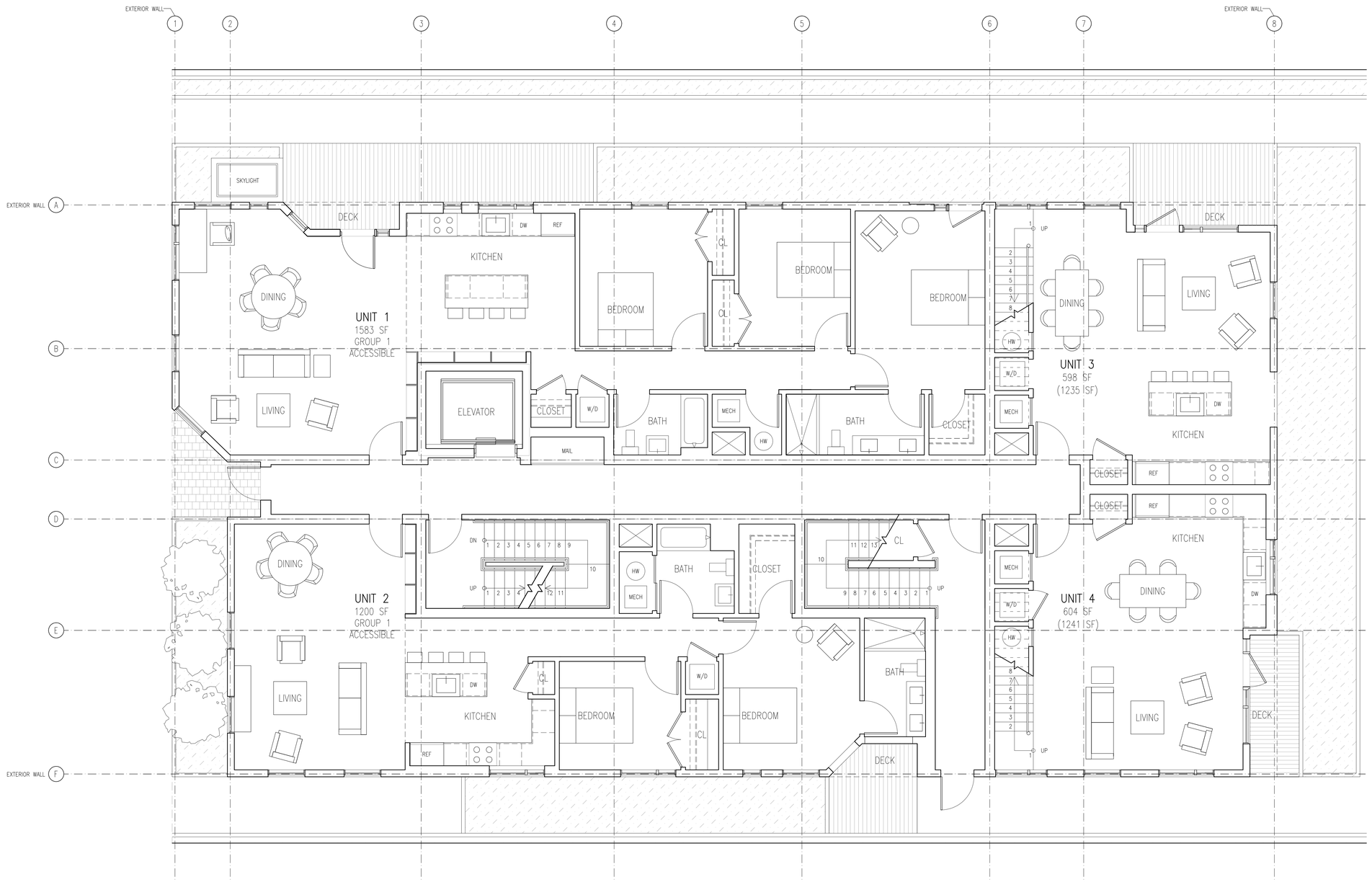
FIFTH STREET BUILDING
GARAGE LEVEL PLAN

A1.5



A: FIRST FLOOR PLAN
Scale 1/4" = 1'-0"

NOT FOR CONSTRUCTION

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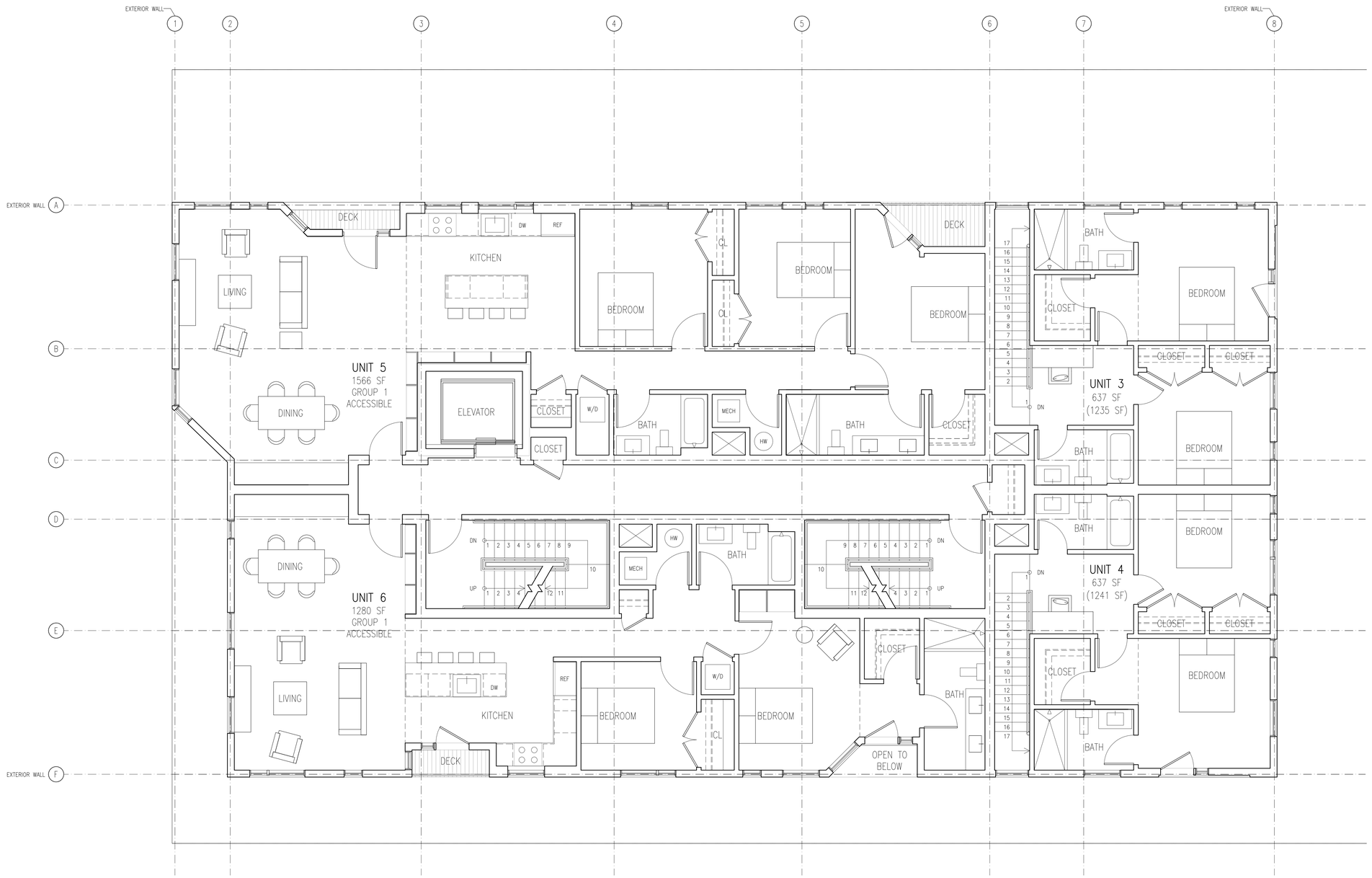
FIFTH STREET BUILDING
FIRST FLOOR PLAN

A1.6



A: SECOND FLOOR PLAN

Scale 1/4" = 1'-0"

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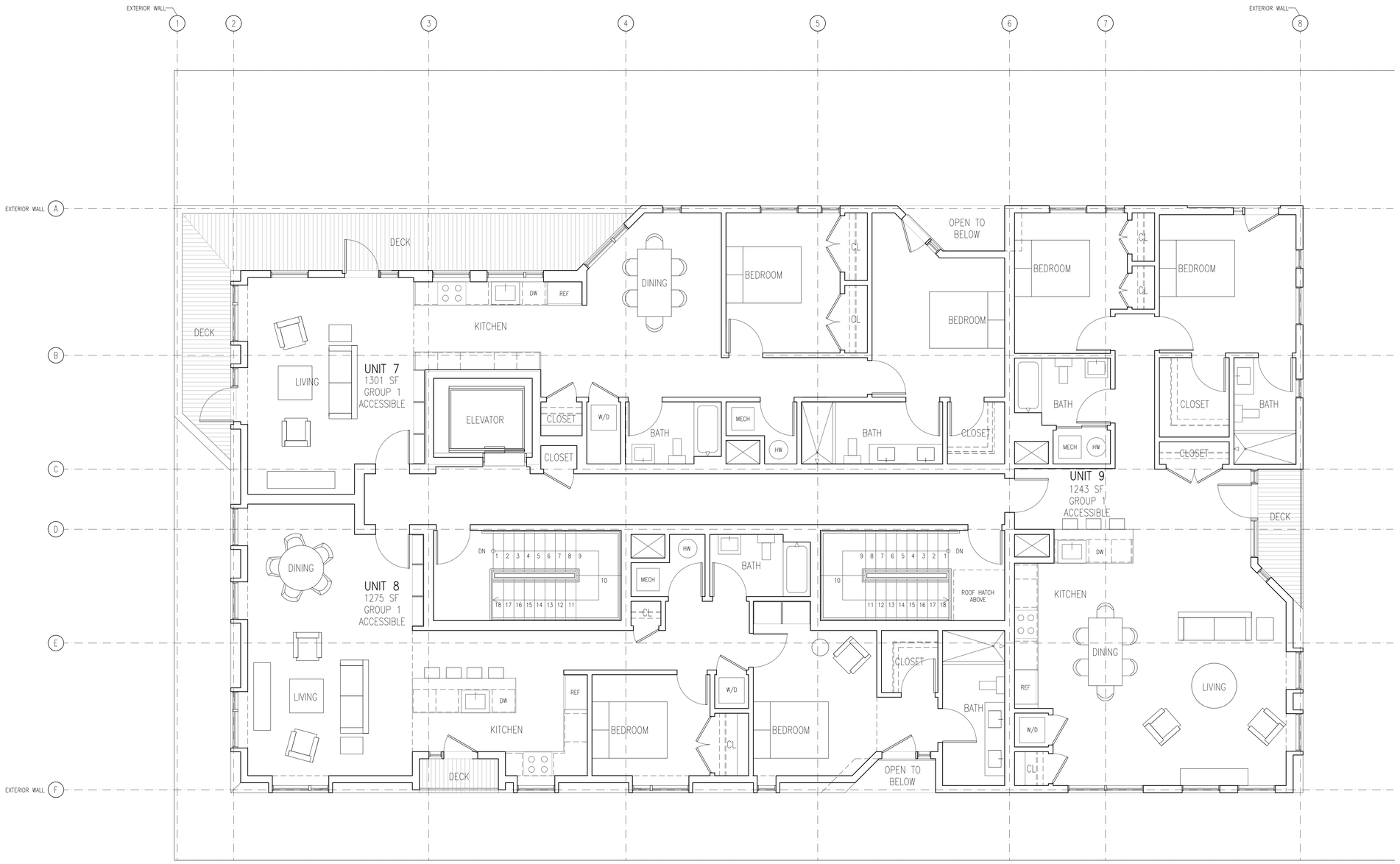
FIFTH STREET BUILDING
SECOND FLOOR PLAN

A1.7



A: THIRD FLOOR PLAN

Scale 1/4" = 1'-0"

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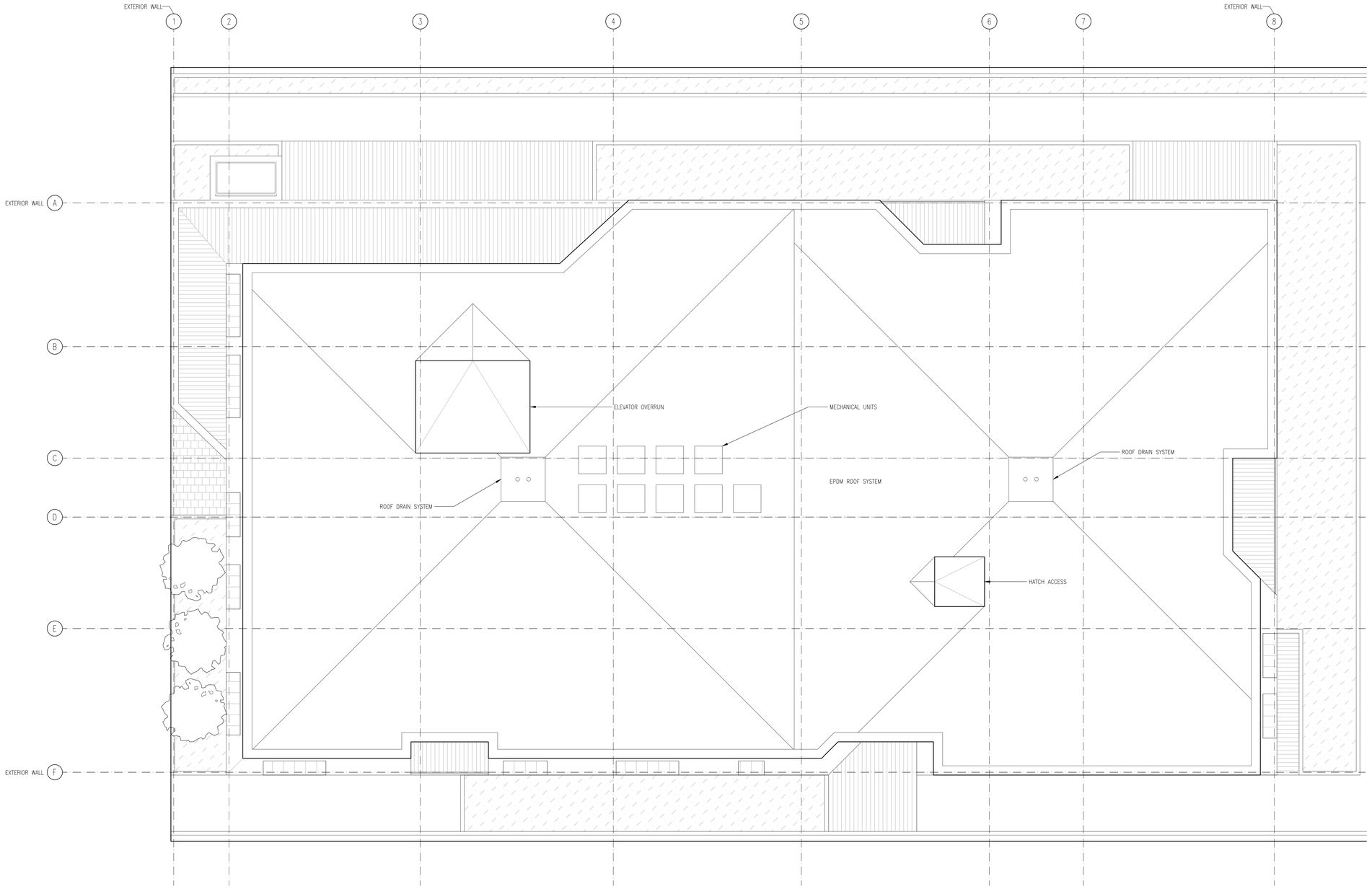
FIFTH STREET BUILDING
THIRD FLOOR PLAN

A1.8



A: ROOF PLAN
Scale 1/4" = 1'-0"

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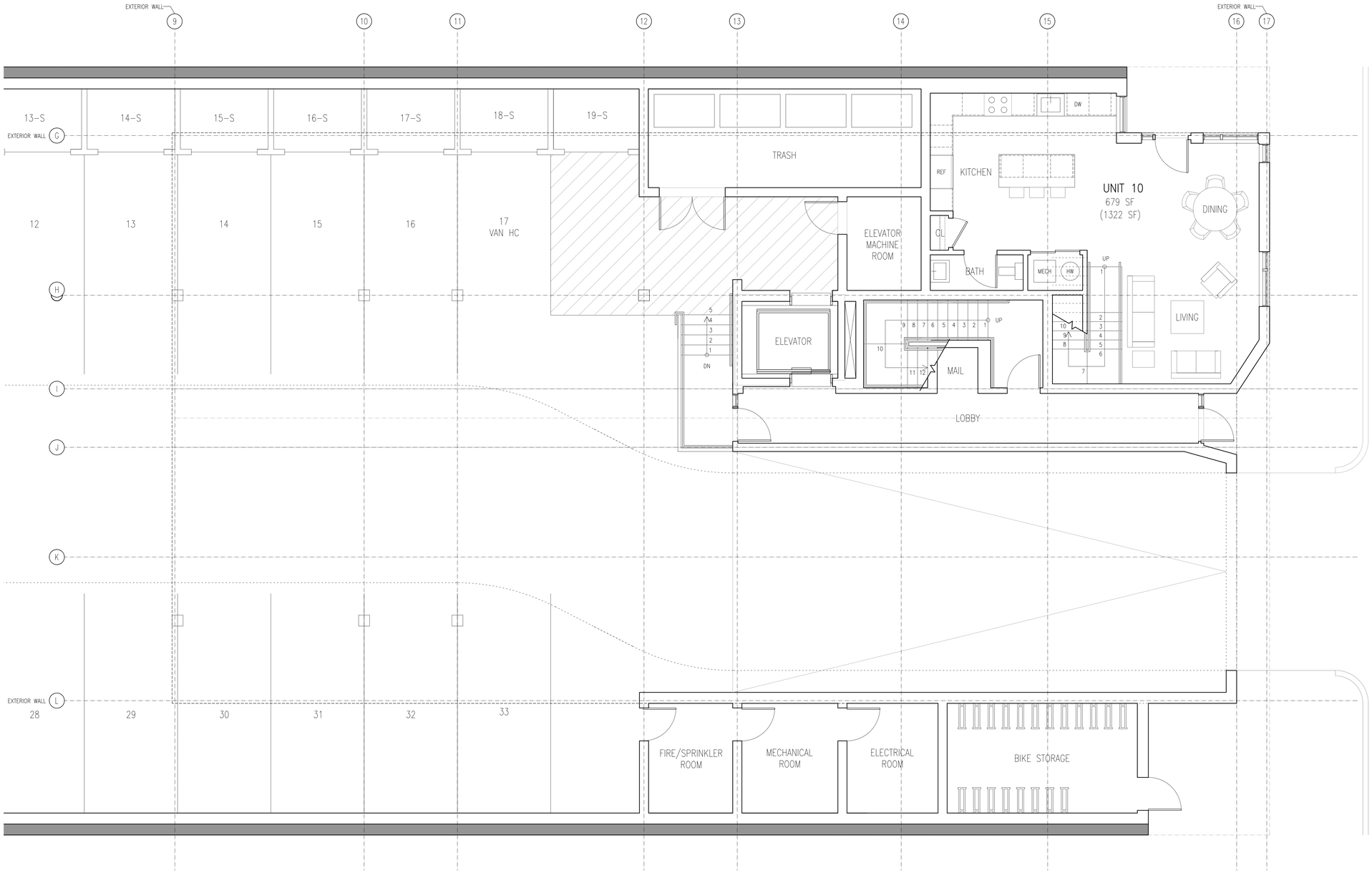
FIFTH STREET BUILDING ROOF PLAN

A1.9



A: GARAGE LEVEL PLAN

Scale 1/4" = 1'-0"

NOT FOR CONSTRUCTION

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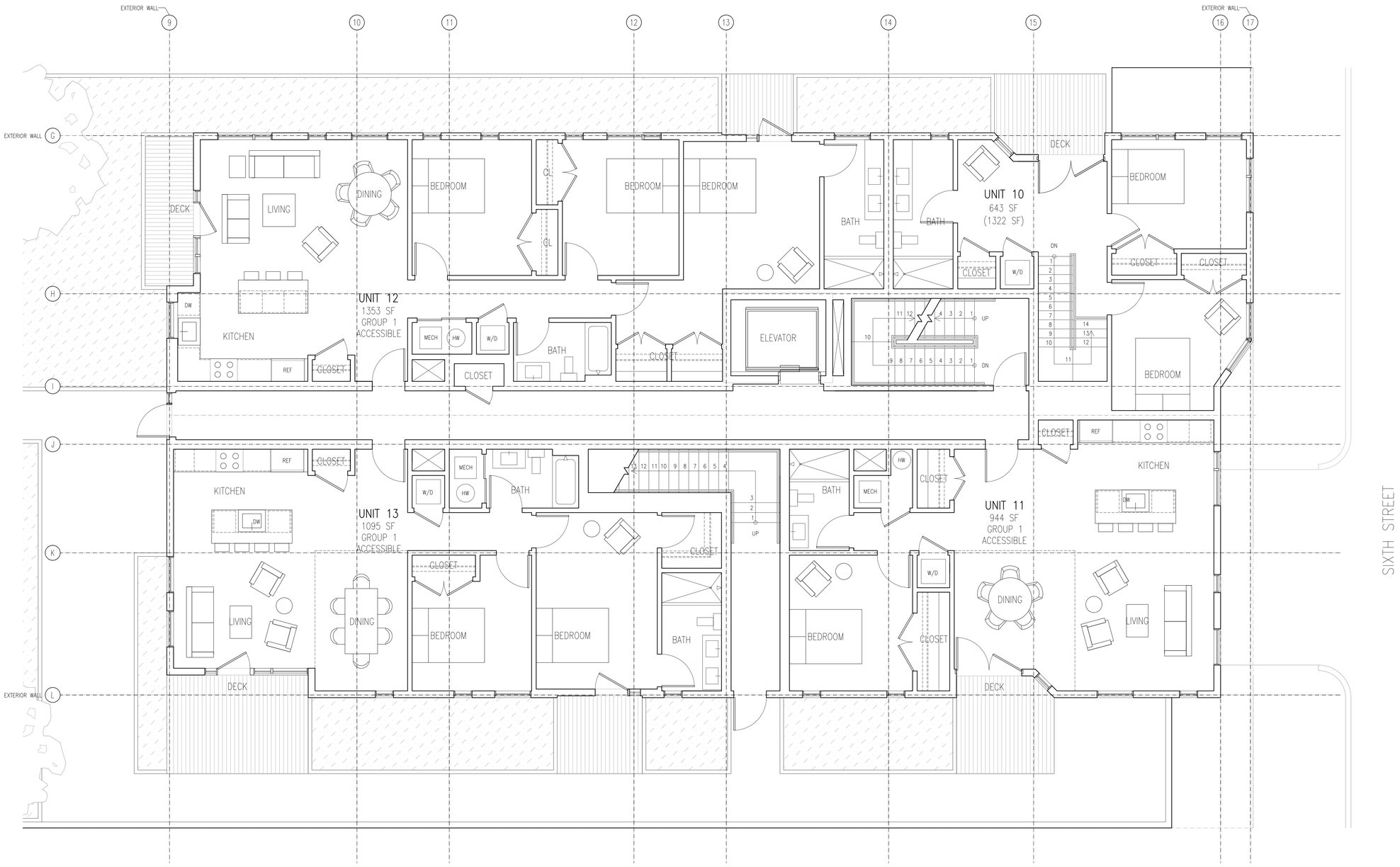
SIXTH STREET BUILDING
GARAGE LEVEL PLAN

A1.10



A: FIRST FLOOR PLAN
Scale 1/4" = 1'-0"

NOT FOR CONSTRUCTION

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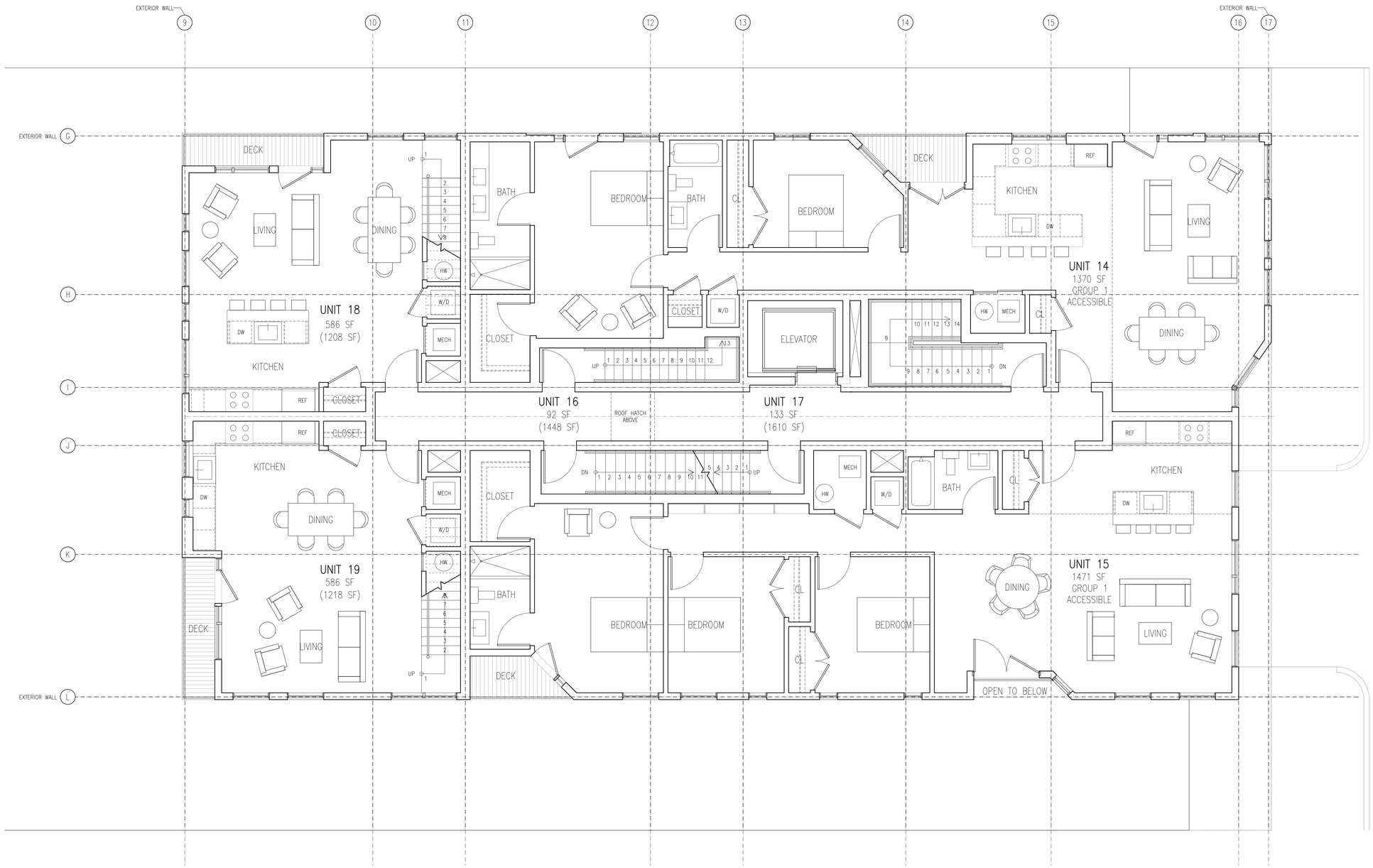
SIXTH STREET BUILDING
FIRST FLOOR PLAN

A1.11



A: SECOND FLOOR PLAN
Scale 1/4" = 1'-0"

NOT FOR CONSTRUCTION

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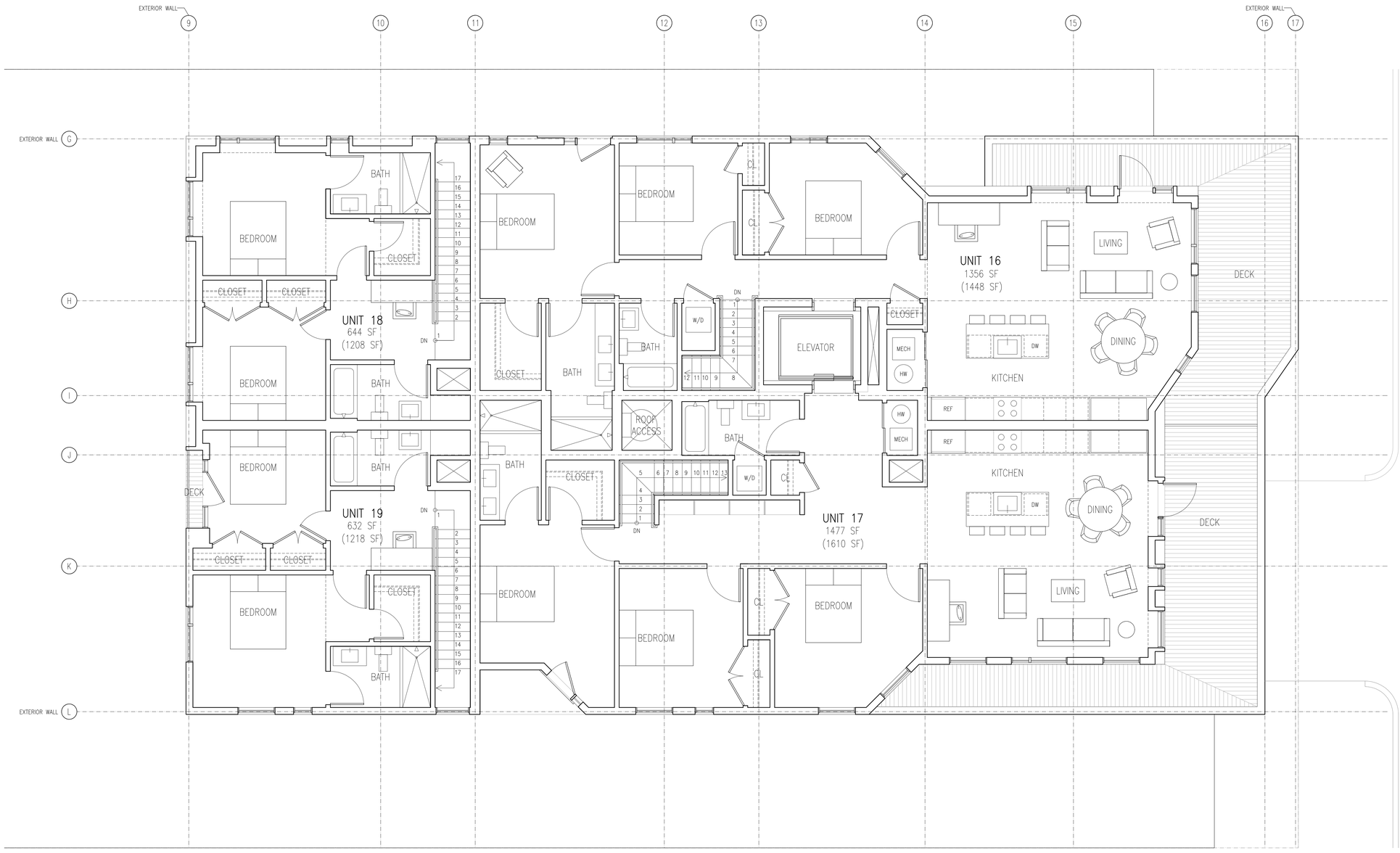
SIXTH STREET BUILDING
SECOND FLOOR PLAN

A1.12



A: THIRD FLOOR PLAN
Scale 1/4" = 1'-0"

NOT FOR CONSTRUCTION

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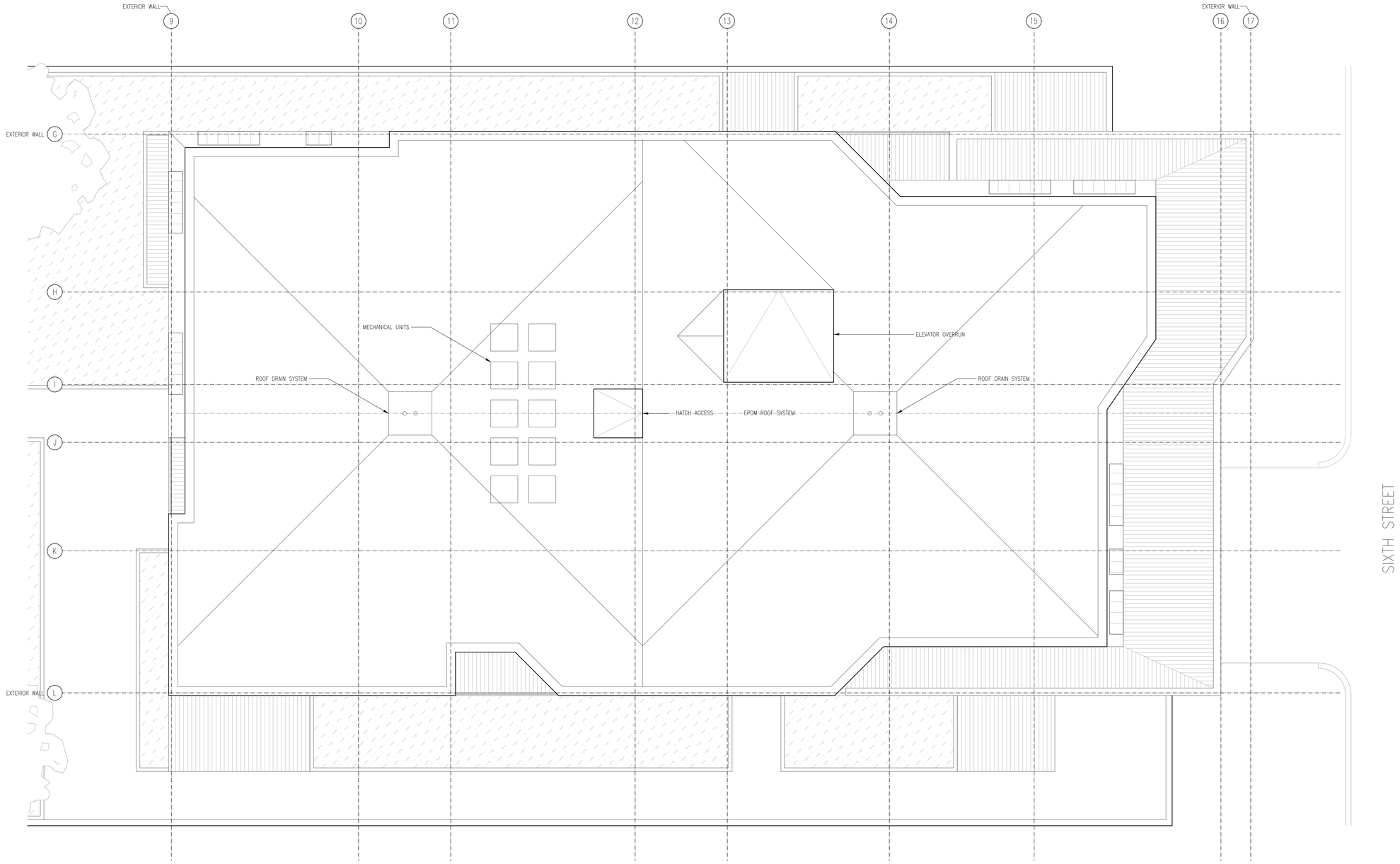
SIXTH STREET BUILDING
THIRD FLOOR PLAN

A1.13



A: ROOF PLAN
Scale 1/4" = 1'-0"

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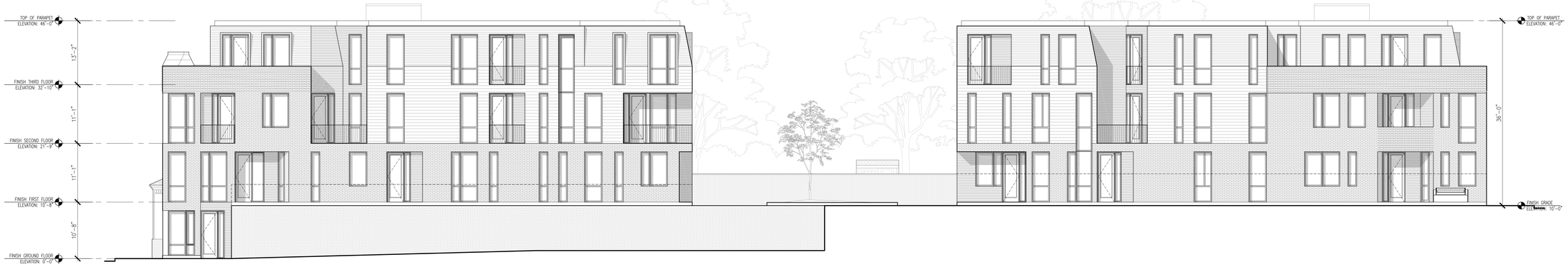
SIXTH STREET BUILDING ROOF PLAN

A1.14

A: SITE ELEVATION FROM WEST

Scale 1/8" = 1'-0"



B: SITE ELEVATION FROM EAST

Scale 1/8" = 1'-0"

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SITE ELEVATIONS

A2.0

A: SITE ELEVATION AT E 5TH STREET

Scale 1/8" = 1'-0"

B: SITE ELEVATION AT E 6TH STREET

Scale 1/8" = 1'-0"

C: SITE ELEVATION AT REAR YARD

Scale 1/8" = 1'-0"

D: SITE ELEVATION AT REAR YARD

Scale 1/8" = 1'-0"

NOT FOR CONSTRUCTION

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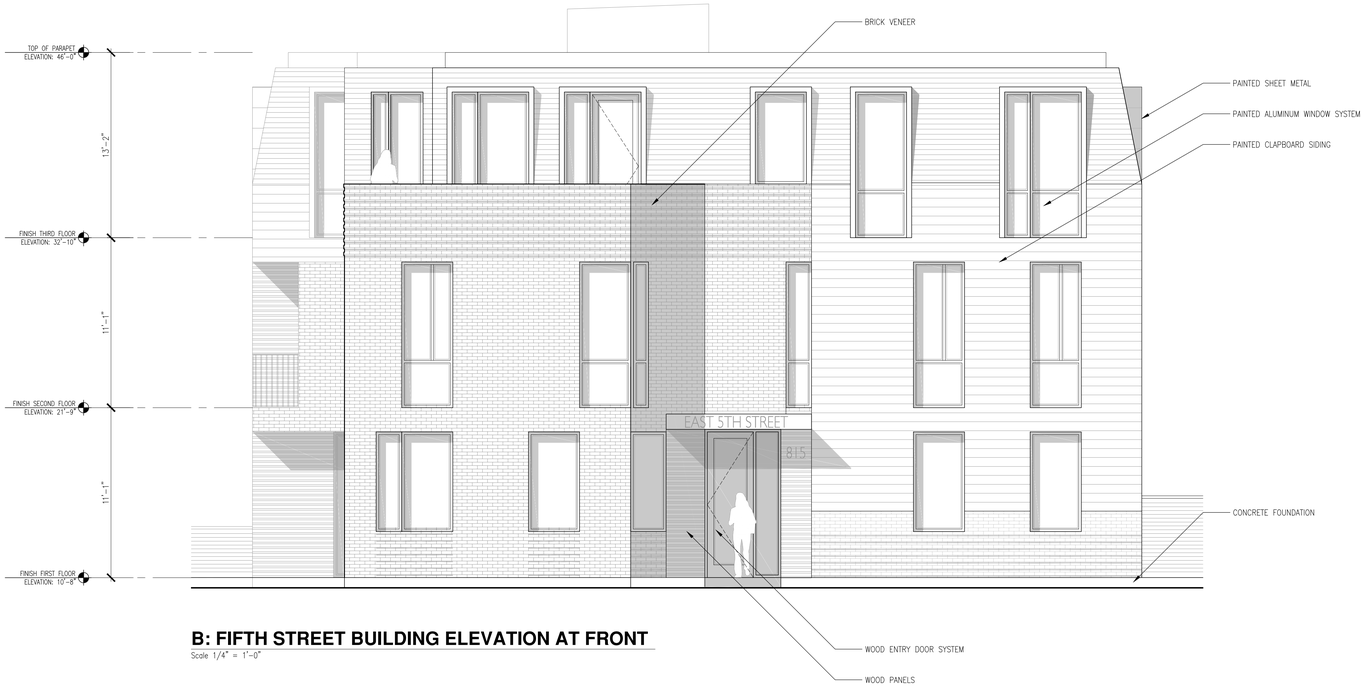
SITE ELEVATIONS

A2.1

A: FIFTH STREET BUILDING ELEVATION FROM EAST

Scale 1/4" = 1'-0"



B: FIFTH STREET BUILDING ELEVATION AT FRONT

Scale 1/4" = 1'-0"

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BUILDING ELEVATION

A2.2

A: FIFTH STREET BUILDING ELEVATION FROM WEST

Scale 1/4" = 1'-0"

B: FIFTH STREET BUILDING ELEVATION AT REAR YARD

Scale 1/4" = 1'-0"

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BUILDING ELEVATIONS

A2.3

A: SIXTH STREET BUILDING ELEVATION FROM WEST

Scale 1/4" = 1'-0"

B: SIXTH STREET BUILDING ELEVATION AT FRONT

Scale 1/4" = 1'-0"

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BUILDING ELEVATIONS

A2.4

A: SIXTH STREET BUILDING ELEVATION FROM EAST

Scale 1/4" = 1'-0"

B: SIXTH STREET BUILDING ELEVATION AT REAR YARD

Scale 1/4" = 1'-0"

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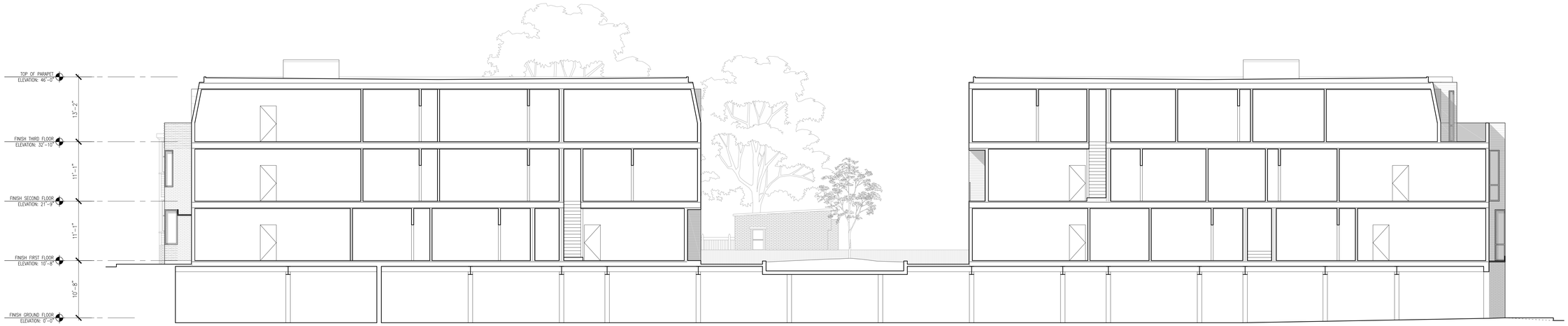
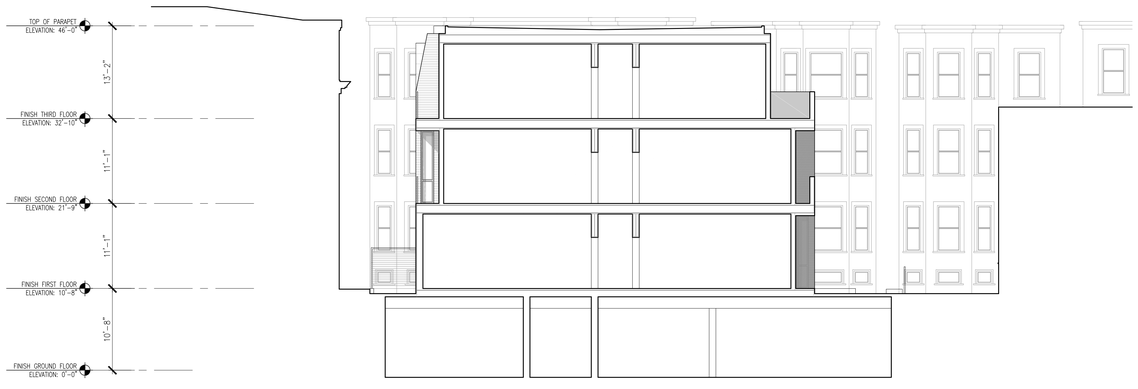
BUILDING ELEVATIONS

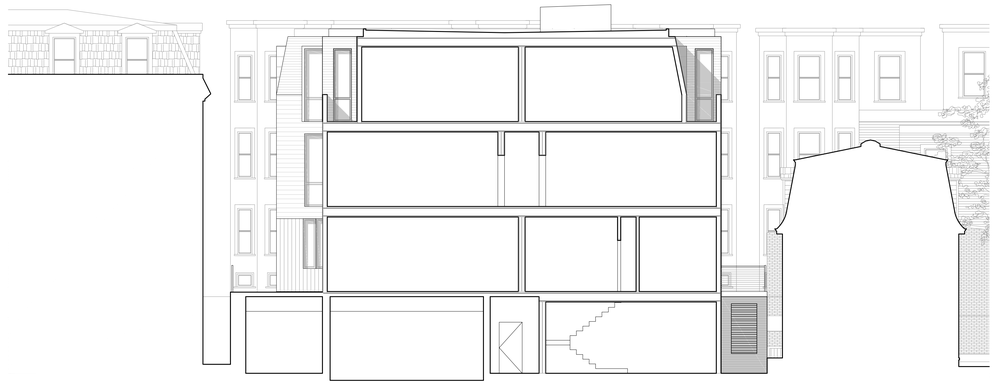
A2.5



A: SITE SECTION
Scale 1/8" = 1'-0"



B: SITE SECTION
Scale 1/8" = 1'-0"



C: SITE SECTION
Scale 1/8" = 1'-0"

RESIDENTIAL
DEVELOPMENT

815 East 5th Street
812 East 6th Street
South Boston, MA
02127

Touloukian
Touloukian Inc.
151 Pearl Street
Boston, MA 02110
(617) 526-0884

APPLICATION
FOR
SMALL PROJECT
REVIEW

14 JANUARY 2015

Date: 14 JANUARY 2015
Scale: AS NOTED

REVISIONS

NO.	DATE

DRAWING NO.
SITE SECTIONS

A3.0

NOT FOR CONSTRUCTION

SEE A0.0 FOR ADDITIONAL INFORMATION

APPENDIX E
TRANSPORTATION IMPACT STUDY

Transportation Impact Study

815 East 5th Street

Residential Development

South Boston,
Massachusetts

Submitted to: BostonTransportation Department

Submitted by: 815 East 5th Street LLC
c/o Feeney Brothers Excavation Corporation

Prepared by: ***VHB*/Vanasse Hangen Brustlin, Inc.**
Transportation, Land Development, Environmental Services
99 High Street, 10th Floor
Boston, Massachusetts 02111-2354
617-728-7777

December 8, 2014

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1
Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has been retained by 815 East 5th Street LLC to conduct a transportation study to help assess and quantify the traffic and parking impacts of a proposed new residential development to be located at 815 East 5th Street in South Boston, Massachusetts.

The proposed project involves the redevelopment of an unoccupied trolley maintenance facility into two residential condominium buildings. As currently planned, Building A would include 9 units (2x3 bedroom units and 7x2 bedroom units) and Building B will include 10 units (4x3, 5x2 bedroom units and 2x1bedroom units). In total the project will compromise of 19 residential units. The project will also include the construction of 33 off-street parking spaces (or about 1.8 spaces per unit).

The traffic study area includes four intersections surrounding the proposed project site. For the purposes of this analysis, the existing condition and two future conditions were evaluated:

- Existing Condition represents traffic operations in the vicinity of the site, as they exist today.
- No-Build Condition is evaluated to establish the baseline traffic condition without the proposed project for a 5-year planning horizon, as prescribed by BTD Traffic Study Guidelines.
- Build Condition consists of the No-Build condition, plus the additional, anticipated traffic generated by the proposed project.

Project Description and Overview

The location of the Project site in relation to the local and regional roadway network is presented in **Figure 1 – Site Location Map.**

The Project comprises construction of two residential buildings to provide a total of 19 condominium units, supported by a total of 33 parking spaces and 19 indoor bicycle parking spaces. Building A will provide 9 residential units and Building B will provide 10 residential units. Resident and visitor parking will be provided in a parking garage, tucked under the two buildings, and will be accessed from the rear of the property (from East 6th Street). Pedestrian access will be provided from both East 6th Street and East 5th Street. The Project program is summarized in **Table 1**.

Table 1
Proposed Development Program

Component	# of Units	Unit Size
Building A	2 units 7 units 9 units	Three bedroom Two bedroom
Building B	4 units 5 units 1 units 10 units	Three bedroom Two bedroom One bedroom
Total	**19 units**	
Auto Parking	31 resident spaces 2 visitor spaces	
Bicycle Parking	19 long-term spaces inside garage 4 short-term spaces outside	

Study Methodology

The transportation analysis presented in this document conforms to the BTD "Transportation Access Plans Guidelines". It presents an evaluation and summary of existing and future transportation infrastructure and operations and has been developed in order to understand and mitigate the transportation impacts of the proposed project.

The study was conducted in three distinct stages. The first stage (Existing Conditions) involved a survey and compilation of existing transportation conditions within the study area including:

- An inventory of the transportation infrastructure within the defined Project study area;
- Geometric and operational characteristics of study area roadways and intersections;
- Existing traffic control at study area intersections (i.e., stop signs, one-way streets, etc.);
- Area on-street parking supply;
- Pedestrian activity at the Project site, along study area roadways, and at study area intersections;
- Bicycle activity; and
- Public transportation options within the study area.

In the second and third stages of the study, future transportation conditions were projected within the study area for the year 2018. The future 2018 No Build Condition includes an assessment of future transportation impacts, as well as background growth on area roadways. The future 2018 Build

Condition assesses the No Build Condition plus the proposed residential Project and supporting transportation infrastructure.
This study includes detailed roadway capacity analyses for the morning and evening peak commuter periods for the following conditions:

- 2013 Existing Condition
- 2018 No Build Condition
- 2018 Build Condition

Synchro 6 software was used to facilitate the evaluation of traffic operations based on Highway Capacity Manual ("HCM") methodologies.

Summary of Findings

The traffic generated by the Project is projected to be minimal and expected to have no measurable impacts on the area's transportation infrastructure. However, 815 East 5th Street LLC is committed to providing transportation improvements and mitigation actions to improve transportation conditions for residents and visitors traveling in the neighborhood.

- The Project will include the construction of 33 parking spaces on-site to accommodate resident and visitors of the proposed development. This accommodation will provide 1.8 parking spaces per residential unit, resulting in minimal demand for on-street parking. The Proponent is committed to implementing strategies to reduce parking impacts by visitors to the project as well, providing 2 visitor parking spaces in the garage for this purpose.

- The Project will provide vehicle access to garage from East 6th Street only, only pedestrian access will be provided of off East 5th Street. Due to the one way designation of both O Street and P Street, inbound trips to the site will mostly arrive via East 6th Street eastbound, with only a small percentage from East 6th Street westbound. Similarly, it is expected that departing vehicle will choose to take a right out of the garage and proceed down East 6th Street to the west.

- The project will provide a pedestrian friendly environment with improved pedestrian access and visibility around the site. Pedestrian access for the site will be oriented to the north and south, with the entrance lobby for the Building A located on East 5th Street and the lobby for Building B located on East 6th Street. In addition, a more direct pedestrian route between the buildings is provided through the pathway in the interior courtyard. In addition, a new sidewalk will be constructed abutting the Project site in order to provide better pedestrian circulation along East 5th Street and East 6th Street.

- The project will provide bicycle racks for resident use within the parking garage. As the design advances, the Proponent will work with BTD to determine the appropriate number of bicycle spaces and location of these spaces at the site. At minimum, it is expected that

covered, secured bicycle parking would be provided for 19 bicycles, which meets the BTD's Guidelines for bicycle accommodation for a project of this size. In addition, as specified in the guidelines, parking for another 4 bicycles will be provided outside near building entrances, to accommodate visitors.

- As currently planned, deliveries and trash removal for the proposed Project will be accommodated on street. Most deliveries are anticipated to be made by single-unit trucks or smaller vans. Trash from each of the two buildings will be managed from an interior trash room located inside the parking garage of each building. Trash will not be stored outside. It will be the responsibility of the building manager to cart trash to the curb on 6th Street on defined trash removal days.

- The results of the traffic impact analysis indicate that there will be no change in the Level of Service or delays at the four study area intersections as a result of the proposed Project. Traffic conditions are not expected to measurably change.

- The Project is projected to have only a modest incremental impact on transit operations in the area by 2018. The analysis assumed that future residents will have access to the many public transportation services offered by the MBTA.

- The proposed transportation mitigation plan incorporates several elements, including the following:

  - Constructing a new sidewalk along East 5th Street and East 6th Street, abutting the Project site to improve pedestrian facilities.
  - Constructing an internal courtyard and pedestrian walkways within the site to create a friendlier pedestrian environment, better pedestrian access, visibility and way-funding around the site.
  - Providing landscape amenities within the site
  - Providing 33 dedicated, off-street parking spaces at the site (1.8 spaces / unit), including 2 visitor parking spaces;
  - Providing secure bicycle storage racks at the Project site for residents and visitors; and
  - Preparing a detailed Construction Management Plan (CMP) for the proposed construction.

2

Existing Conditions

This section summarizes existing transportation conditions in the vicinity of the site, including roadway geometry, site access, traffic controls and operations, traffic, pedestrian and bicycle volumes, transit availability, parking and loading.

Roadway Network

As shown in **Figure 1**, the Project site is bounded by O Street to the west, P Street to the east, East 5th Street to the north and East 6th Street to the south. The roadways and study intersections in the Study Area are described below and include discussion of physical characteristics, geometric conditions, pedestrian facilities, and traffic control measures. Traffic operations and level of service (LOS) analysis are presented later in this document.

Roadways

O Street runs north-south from East 1st Street in the north to William J Day Boulevard in the south, continuing as O Street at the docks to the north. It is a one-way residential street in South Boston. In the vicinity of the Site, O Street is a one-way road with on-street parking provided on both sides of the street for residents and visitors with available accessible parking spaces. Sidewalks are available on both sides of the street as well as bus stops for MBTA Bus Routes 5, 7, 9, 10, and 11.

East 5th Street runs east-west from its intersection with G Street to the west to its intersection with Farragut Street to the east. In the vicinity of the Site, East 5th Street is a two-way road with one travel lane in both directions. Residential permit parking is permitted and sidewalks are available on both sides of the street.

P Street runs north-south from East 1st Street to the north to its intersection with William J Day Boulevard to the south. In the vicinity of the Site, P Street has one-way travel, with residential permit parking provided on both sides of the street. Sidewalks

are provided on both sides of the street. Bus stops for MBTA Bus Routes 5, 7, 9, 10 and 11 are provided as well.

East 6th Street runs east-west from G Street to the west to Farragut Street to the east. In the vicinity of the Site, East 6th Street is a two-way road with one travel lane in both directions. Residential permit parking is permitted and sidewalks are available on both sides of the street.

Intersections

East 5th Street at O Street is a four-legged unsignalized intersection. O Street is one-way in the southbound direction with a stop control entering the intersection. East 5th Street is two-way with a stop control at each approach. Each approach is a single general purpose lane. Pedestrian crosswalks are provided across each leg of the intersection. A mix of visitor and residential permit parking is available along each curb.

East 5th Street at P Street is a four-legged unsignalized intersection. P Street is one-way in the southbound direction with a stop control entering the intersection. East 5th Street is two-way with a stop control at each approach. Each approach is a single general purpose lane. Pedestrian crosswalks are provided across each leg of the intersection. A mix of visitor and residential permit parking is available along each curb. The P Street southbound approach has a MBTA bus stop along the curb servicing the Route 11 bus.

East 6th Street at O Street is a four-legged unsignalized intersection. O Street is one-way in the southbound direction with a stop control entering the intersection. East 5th Street is two-way with a stop control at each approach. Each approach is a single general purpose lane. Pedestrian crosswalks are provided across each leg of the intersection. A mix of visitor and residential permit parking is available along each curb.

East 6th Street at P Street is a four-legged unsignalized intersection. P Street is one-way in the southbound direction with a stop control entering the intersection. East 6th Street is two-way with a stop control at each approach. Each approach is a single general purpose lane. Pedestrian crosswalks are provided across each leg of the intersection. A mix of visitor and residential permit parking is available along each curb.

Traffic Volumes

Manual Turning Movement Counts (TMCs) were conducted on Tuesday February 27, 2013 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The intersection turning movement counts were used to establish 2013 Existing Condition traffic networks for the weekday morning and weekday evening

peak hours. The Study Area's overall morning peak hour was determined to occur between 7:30 AM to 8:30 AM, and the evening peak hour was determined to occur between 4:30 PM to 5:30 PM.

Existing Condition weekday morning and weekday evening peak hour traffic volumes are shown in **Figure 2**. Detailed TMC data are provided in the **Appendix**.

Pedestrian Accommodations

The Project site is located within a short walk of several bus stops, and pedestrian access is currently provided by sidewalks on all neighborhood streets. In addition, pedestrians have a direct connection to Pleasure Bay, located just east of the project site.

Pedestrians were counted as part of the traffic count program, and the morning and evening peak hour pedestrian volumes are presented in **Figure 3**.

Bicycle Facilities

In the vicinity of the site cyclists must generally share travel lanes with vehicular traffic.

Bicycles were counted as part of the traffic count program, and the morning and evening peak hour bicycle volumes are presented in **Figure 4**.

Public Transportation

P Street and East 4th Street, in the vicinity of the Site, are serviced by several MBTA bus routes. These routes provide connecting service to subway and commuter rail lines at South Station. Figure 5 illustrates these routes within the Study Area.

Route 5 - City Point to McCormack Housing via Andrew Station

Route 5 provides service between 9:00 am and 3:15 pm on weekdays and between 10:00 am and 3:15 pm on Saturday. It operates approximately every 60 minutes during weekdays and Saturday. The closest bus stop for Route 5 is approximately 0.08 miles north of the site, on East 4th Street.

Route 7 - City Point to Otis and Summer Streets and South Station

Route 7 provides service between 5:15 am and 10:15 pm. It operates approximately every 8 minutes during weekday rush hours and every 40 minutes on Saturday. The closest bus stop for Route 7 is approximately 0.08 miles north of the site, on East 4th Street.

Route 9 - City Point to Copley Square via Broadway Station

Route 9 provides service between 5:15 am and 1:00 am. It operates approximately every 5 minutes during weekday rush hours and every 25 minutes on Saturday and every 30 minutes on Sunday. The closest bus stop for Route 9 is approximately 0.08 miles north of the site, on East 4th Street.

Route 10 - City Point to Copley Square via Andrew Station and South Bay Center

Route 10 provides service between 5:00 am and 1:00 am on weekdays, and 6:15 am to 12:45 am on Saturday and Sunday. It operates approximately every 20 minutes during weekday rush hours and every 30 minutes on Saturday and Sunday. The closest bus stop for Route 10 is approximately 0.08 miles north of the site, on East 4th Street.

Route 11 - City Point to Downtown Bay View Route

Route 11 provides service between 5:15 am and 1:00 am. It operates approximately every 7 minutes during weekday rush hours and every 20 minutes on Saturday and every 30 minutes on Sunday. The closest bus stop for Route 11 is approximately 0.05 miles north of the site, on East 5th Street.

Parking

Existing curb regulations in the vicinity of the site allow for resident permit parking, with several locations available to visitors as well. There are no major off-street parking facilities in the vicinity of the site. Observations indicate that the on-street parking is fully-utilized during the evening. The on-street parking is primarily utilized by residents and their visitors.

Figure 6 illustrates on-street parking curb regulations within the Study Area.

3

Future Conditions

This section describes the development of traffic projections over a 5-year time horizon (from 2013 to 2018), including the projected demand associated with the proposed Project. These projections yield 2018 No Build and 2018 Build Condition traffic volumes for evaluation of morning and evening peak hour traffic operations, as presented in Section 4 of this report.

2018 No Build Condition

The 2018 No Build Condition evaluates future transportation conditions in the Study Area without the proposed Project. In accordance with BTD guidelines, this future analysis year represents a five-year planning horizon. Under the 2018 No Build Condition, increases in traffic activity are projected due to regional traffic growth and any specific approved projects in the area.

Although the streets in the vicinity of the project are not expected to experience significant background growth in the immediate, a conservative background growth rate of 1 percent per year was applied to also conservatively reflect additional traffic from other approved projects in the area.

Figure 7 presents the 2018 No Build Condition traffic volume networks for the Weekday Morning and Weekday Evening peak hours.

2018 Build Condition

The 2018 Build Condition traffic projections comprise of the previously described No Build projections with the addition of projected traffic volumes for the Project, reflecting any changes in access and circulation associated with the Project.

Project Trip Generation

The 815 East 5th Street Residential Project is a two building development providing 22 residential units. The Institute of Transportation Engineers (ITE) trip rates for Land Use Code (LUC) 230 Residential Condominium are used as a basis for project trip generation.

ITE vehicle trip generation rates are based on trip rates derived from surveys of similar land uses in generally auto-oriented, suburban locations. Standard average vehicle

occupancies (AVO) of 1.2 persons per vehicle were applied to the ITE trip rates to derive person trips.

The projected person trips for the Project are presented in **Table 2**.

Table 2
Project Person Trip Generation Summary

	ITE Trips	AVO	Person Trips
Weekday Daily			
IN	56	1.2	67
OUT	56	1.2	67
Total:	112		134
Morning Peak Hour			
IN	1	1.2	2
OUT	7	1.2	8
Total:	8		10
Evening Peak Hour			
IN	7	1.2	8
OUT	3	1.2	4
Total:	10		12

Source: Institute of Transportation Engineers *Trip Generation 8th Edition*

To reflect the appropriate environment with pedestrian facilities and access to transit service, mode share and vehicle occupancy characteristics base on BTD Zone 13, were applied.

The mode shares for the Project are summarized in **Table 3**.

Table 3
Project Mode Split

Mode	Weekday Daily	AM Peak	PM Peak
Automobile	47%	34%	48%
Transit	19%	24%	16%
Walk/Bike/Other	34%	42%	36%
Total:	100%	100%	100%

Source: BTD Zone 13

The final projected vehicle, transit, pedestrian and bicycle trips are presented in **Table 4**. Note that the proposed project is projected to generate only approximately 4 vehicle trips during the morning peak hour and 5 vehicles trips during the evening peak hour.

Table 4
Project Vehicle Trip Generation

	Transit	Walk/ Bike/ Other	AVO	Vehicle Trips
Weekday Daily				
IN	13	23	1.2	26
OUT	13	23	1.2	26
Total:	26	46		52
Morning Peak Hour				
IN	0	1	1.2	0
OUT	2	3	1.2	2
Total:	2	4		2
Evening Peak Hour				
IN	2	3	1.2	3
OUT	1	1	1.2	2
Total:	3	4		5

Project Vehicle Trip Distribution and Assignment

The vehicle trip distribution for residential trips is based on BTD Zone 13 distribution rates for the Project's specific location. The distribution and assignment of Project vehicle trips to the roadway network is presented in **Figure 8**, and the Project generated vehicle turning movements for the morning and evening peak hours are presented in **Figure 9**.

As shown, the Project is expected to generate only 2 vehicle trips during the morning peak hour, and 5 vehicle trips during the evening peak hour. The peak hour vehicle trip generation is equivalent to approximately 1 trip every 15 minutes.

2018 Build Peak Hour Traffic Volumes

Figure 10 presents the 2018 Build Condition morning and evening peak hour traffic volume networks.

4

Traffic Operations Analysis

Consistent with BTD's guidelines, Synchro 6 software was used to model level of service (LOS) operations at study intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection.

Level of Service Criteria

LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS D is generally considered to be acceptable in urban areas. LOS E indicates vehicles endure significant delay while LOS F suggests unacceptable delay for the average vehicle.

LOS thresholds differ for signalized and un-signalized intersections. **Table 5** presents the level of service delay threshold criteria as defined in the 2000 Highway Capacity Manual (HCM).

Table 5
Intersection Capacity Criteria

Level of Service	Average Delay (in seconds) Signalized Intersection[1]	Un-Signalized Intersection[2]
A	< 10	< 10
B	≥10 and ≤ 20	≥10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Source: Highway Capacity Manual, HCM2000, Transportation Research Board, Washington D.C. (2000).
[1]. Average delay for all vehicles entering the intersection.
[2]. Average delay for vehicles in the critical movement.

Intersection Capacity Analysis

The LOS results for the 2013 Existing, 2018 No-Build and 2018 Build conditions for both the morning and evening peak hours, are presented in **Tables 6 and 7**. Detailed Synchro output reports are included in the Appendix to this document.

Table 6
Weekday Morning - Intersection Level of Service Summary

Approach	2013 Existing			2018 No Build			2018 Build		
	Demand[1]	Delay[2]	LOS[3]	Demand[1]	Delay	LOS	Demand[1]	Delay	LOS
East 5th Street / O Street									
Eastbound	18	7.2	A	19	7.2	A	19	7.2	A
Westbound	18	7.4	A	19	7.4	A	19	7.4	A
Southbound	84	7.4	A	88	7.4	A	69	7.4	A
East 5th Street / P Street									
Eastbound	25	7.0	A	27	7.0	A	27	7.0	A
Westbound	12	7.3	A	12	7.3	A	12	7.3	A
Southbound	56	7.7	A	59	7.7	A	59	7.7	A
East 6th Street / O Street									
Eastbound	31	7.1	A	33	7.1	A	33	7.1	A
Westbound	22	7.5	A	23	7.5	A	25	7.5	A
Southbound	87	7.5	A	98	7.5	A	98	7.5	A
East 6th Street / P Street									
Eastbound	32	7.2	A	33	7.2	A	34	7.2	A
Westbound	9	7.2	A	9	7.2	A	10	7.2	A
Southbound	55	7.7	A	56	7.7	A	57	7.7	A
East 6th Street / Site Driveway									
Eastbound	-	-	-	-	-	-	28	0.3	A
Westbound	-	-	-	-	-	-	17	0.0	A
Southbound	-	-	-	-	-	-	3	8.4	A

[1]. Total vehicle demand for approach.
[2]. Average delay to all vehicles entering intersection, expressed in seconds per vehicle.
[3]. Level of Service.

Table 7
Weekday Evening - Intersection Level of Service Summary

Approach	2013 Existing			2018 No Build			2018 Build		
	Demand[1]	Delay[2]	LOS[3]	Demand[1]	Delay	LOS	Demand[1]	Delay	LOS
East 5th Street / O Street									
Eastbound	26	7.2	A	27	7.3	A	27	7.3	A
Westbound	17	7.3	A	18	7.3	A	18	7.3	A
Southbound	85	7.5	A	90	7.6	A	91	7.6	A
East 5th Street / P Street									
Eastbound	22	7.0	A	24	7.0	A	24	7.0	A
Westbound	19	7.4	A	20	7.4	A	20	7.4	A
Southbound	63	7.8	A	66	7.8	A	66	7.8	A
East 6th Street / O Street									
Eastbound	33	7.2	A	35	7.2	A	37	7.2	A
Westbound	24	7.3	A	25	7.4	A	27	7.4	A
Southbound	69	7.5	A	72	7.5	A	72	7.5	A
East 6th Street / P Street									
Eastbound	22	7.2	A	23	7.2	A	23	7.2	A
Westbound	24	7.4	A	25	7.4	A	25	7.4	A
Southbound	58	7.6	A	62	7.6	A	62	7.6	A
East 6th Street / Site Driveway									
Eastbound	-	-	-	-	-	-	31	0.7	A
Westbound	-	-	-	-	-	-	30	0.0	A
Southbound	-	-	-	-	-	-	3	8.5	A

[1]. Total vehicle demand for approach.
[2]. Average delay to all vehicles entering intersection, expressed in seconds per vehicle.
[3]. Level of Service.

As shown in **Tables 6 and 7**, under 2013 Existing Conditions, all intersections operate at LOS A during the morning and evening peak hours.

Under the 2018 No Build Conditions, operations at four study intersections are expected to remain at LOS A during both the morning and evening peak hours.

Similarly with proposed project trips added to the traffic network (2018 Build Condition), the study intersections are still expected to remain at LOS A.

In summary, the study intersections in the vicinity of the site operate at reasonable levels of service, and are projected to continue to operate satisfactorily under No Build and Build conditions. Therefore, there would be no significant impact associated with the proposed project.

6

Transportation Mitigation

This section describes the broad array of transportation mitigation strategies and improvement measures that are currently being considered to help to lessen the transportation effects of the proposed Project.

Traffic Improvements

The proposed transportation mitigation plan incorporates several elements, including the following:

- Constructing a new sidewalk along East 5th Street and East 6th Street, abutting the Project site to improve pedestrian facilities.
- Constructing an internal courtyard and pedestrian walkways within the site to create a friendlier pedestrian environment, better pedestrian access, visibility and way-funding around the site.
- Providing landscape amenities within the site
- Providing 33 dedicated, off-street parking at the site (1.8 spaces/unit);
- Providing secure bicycle storage racks at the Project site for residents and visitors
- Preparing a detailed Construction Management Plan (CMP) for the proposed construction;

Transportation Demand Management Actions

The Proponent is committed to implementing transportation demand management (TDM) strategies, including the following:

- Providing orientation packages for new residents containing information on transit routes and schedules and non-auto modes
- Posting transit information in building lobbies or common areas
- Proving secure indoor bicycle parking at a ratio of 1 space per unit, and short term visitor bicycle parking close to building lobbies
- Designating a Transportation Coordinator within the management company to coordinate the transportation needs of all residents, manage loading and servicing activities, and act as the point of contact with the Boston Transportation Department and others, as necessary.

Appendix

Traffic Count Data
Synchro Reports
Trip Generation Worksheets

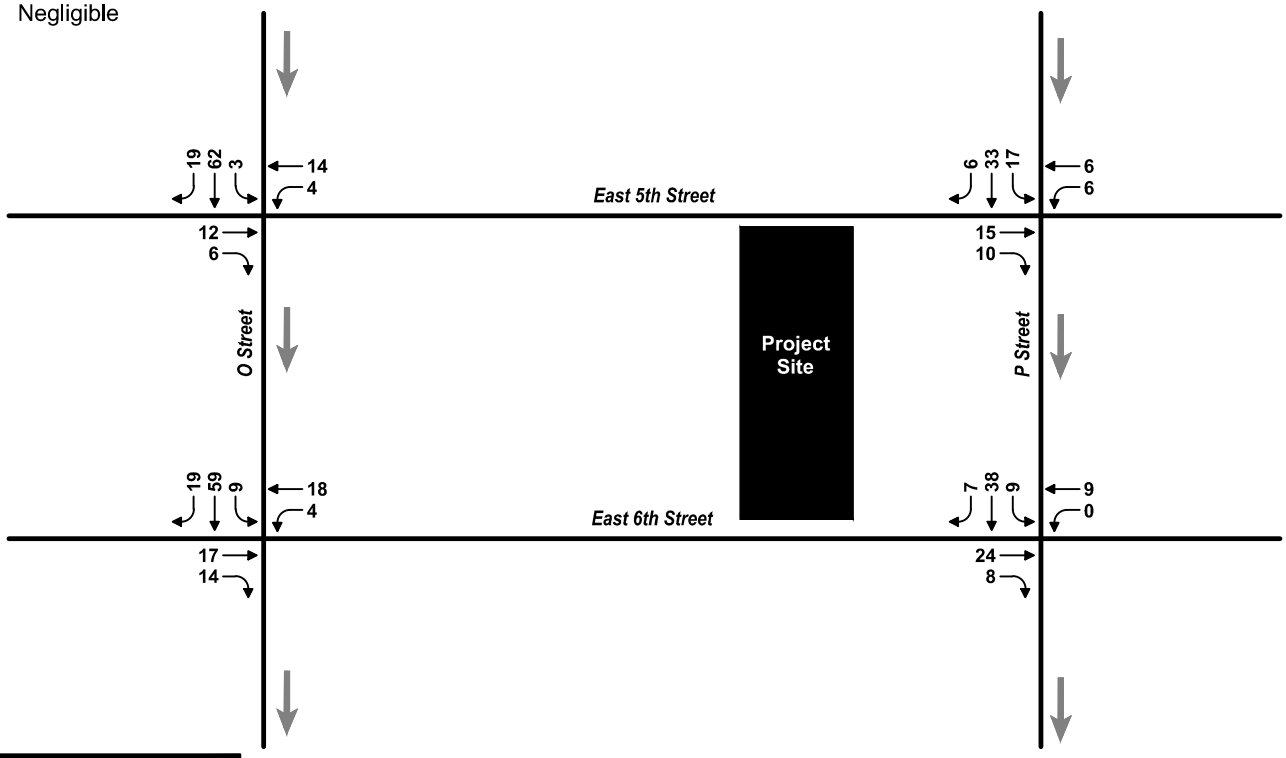
Source: MassGIS 2008 Aerial, Boston, Massachusetts

Vanasse Hangen Brustlin, Inc.

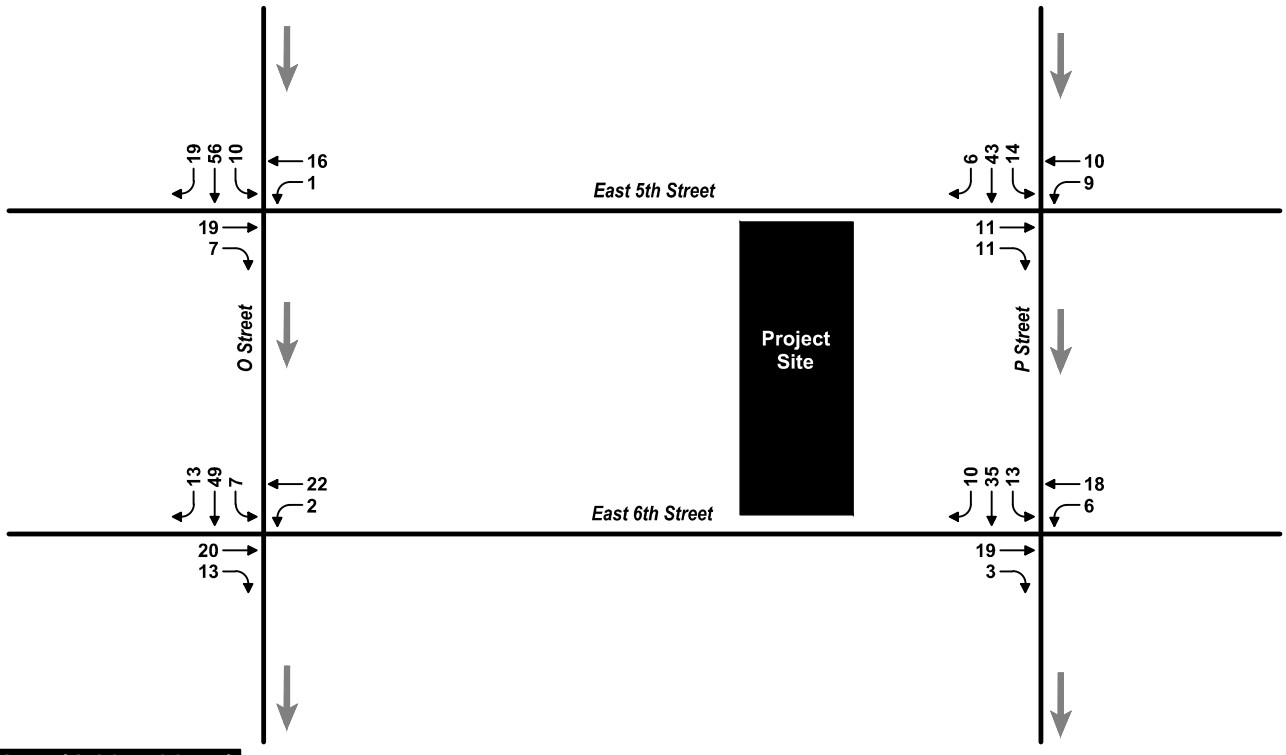
Site Location Map Figure 1

815 East 5th Street Residential Development
South Boston, MA

Neg Negligible



Morning (7:30-8:30am)



Evening (4:30-5:30pm)

Not to Scale

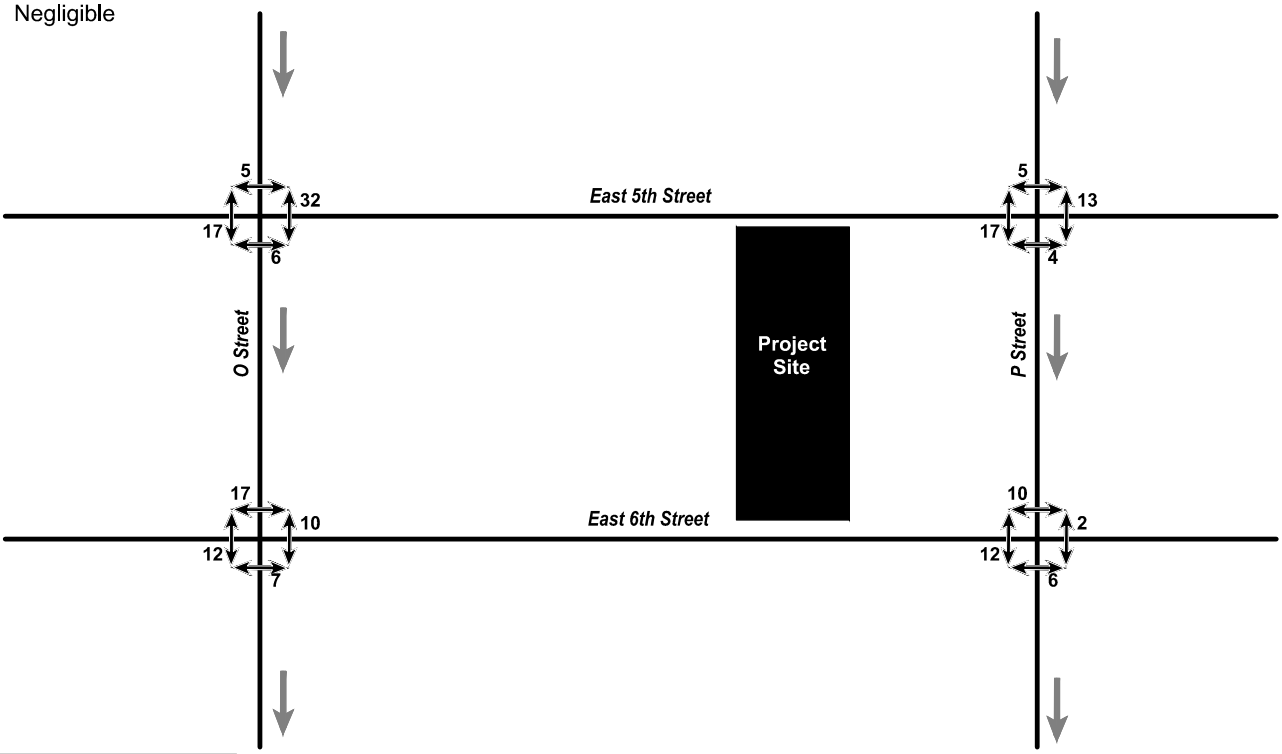
Vanasse Hangen Brustlin, Inc.

2013 Existing Condition
Peak Hour Vehicle Volumes

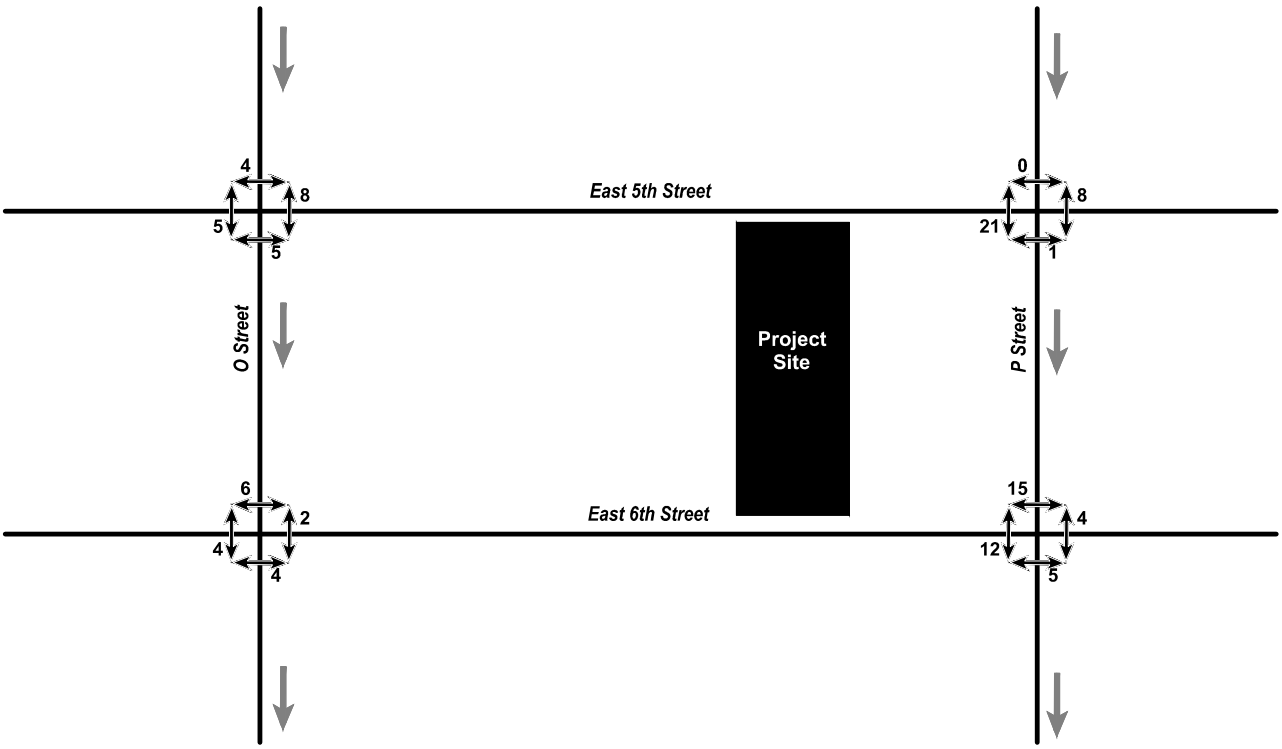
Figure 2

815 East 5th Street Residential Development
South Boston, MA

Neg Negligible



Morning (7:30-8:30am)



Evening (4:30-5:30pm)

Not to Scale

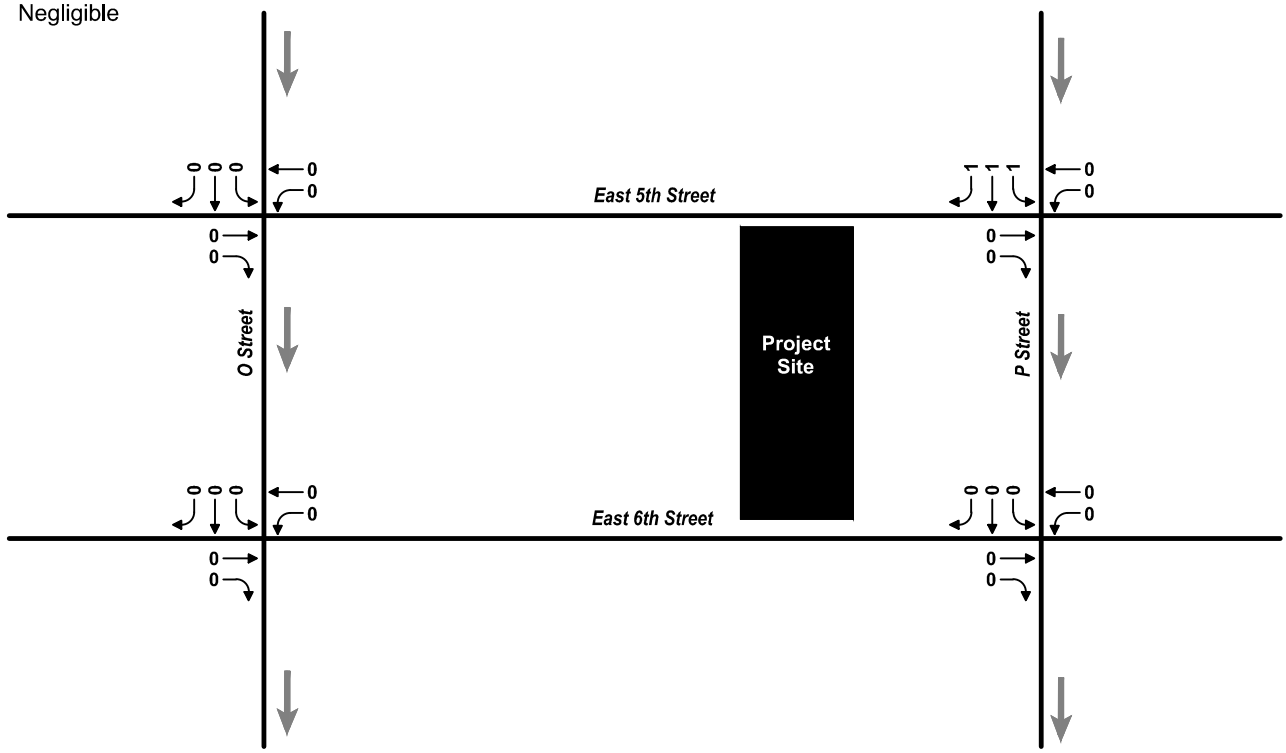
Vanasse Hangen Brustlin, Inc.

2013 Existing Condition
Peak Hour Pedestrian Volumes

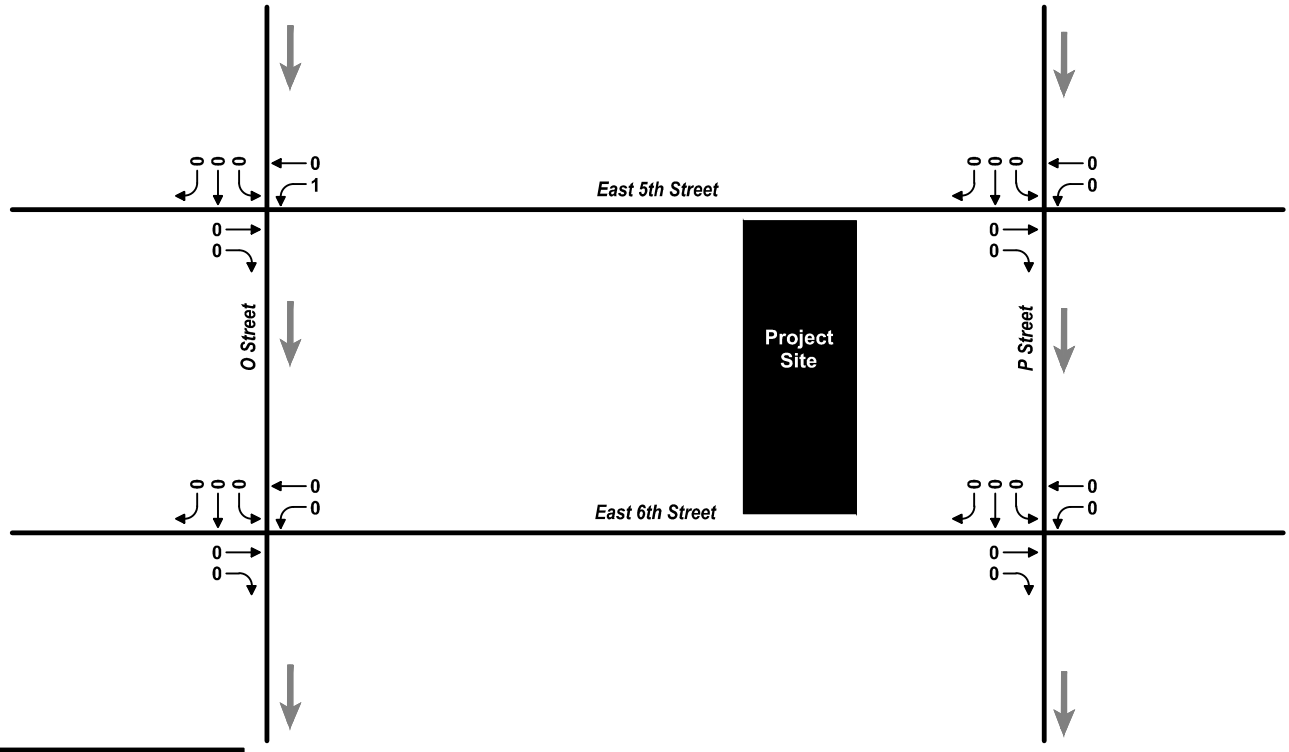
Figure 3

815 East 5th Street Residential Development
South Boston, MA

Neg Negligible



Morning (7:30-8:30am)



Evening (4:30-5:30pm)

Not to Scale

Vanasse Hangen Brustlin, Inc.

2013 Existing Condition
Peak Hour Bicycle Volumes

Figure 4

815 East 5th Street Residential Development
South Boston, MA

Source: BWSC CAD base; MBTA GIS data layer

Vanasse Hangen Brustlin, Inc.

Public Transportation

Figure 5

815 East 5th Street Residential Development
South Boston, MA

Source: BWSC CAD base

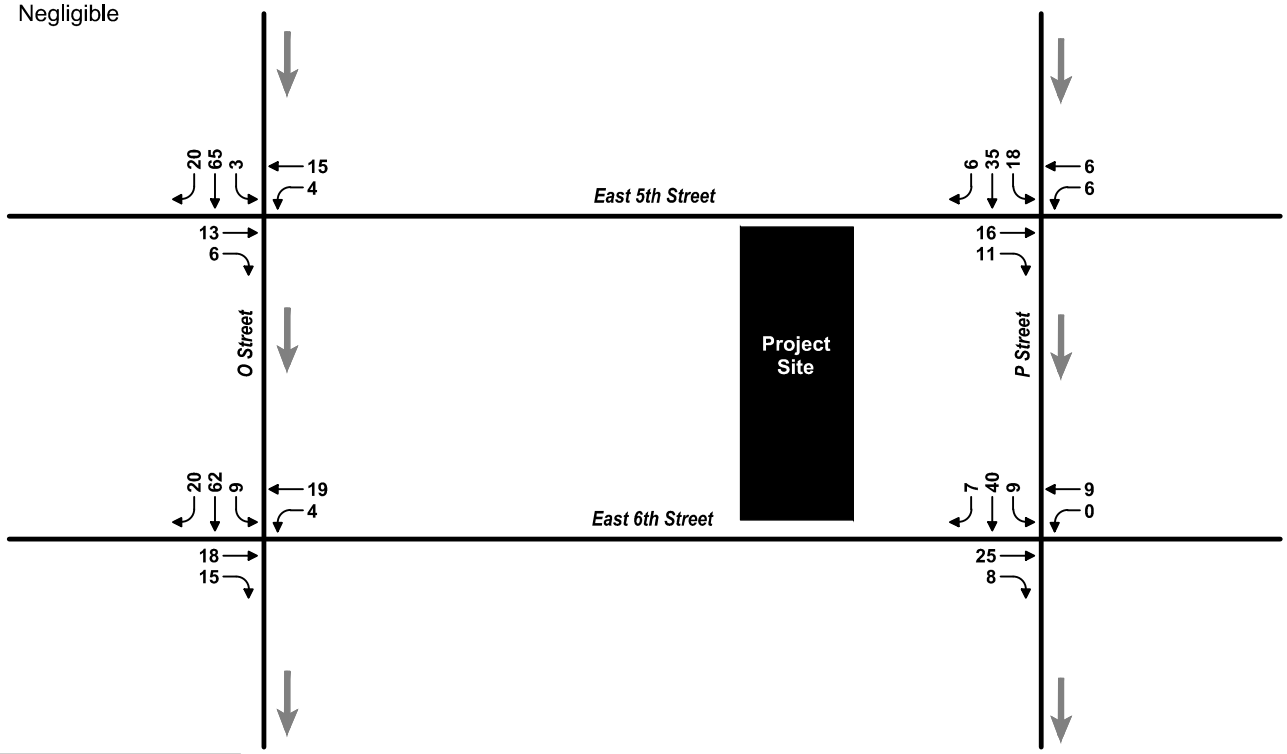
Vanasse Hangen Brustlin, Inc.

On-Street Parking

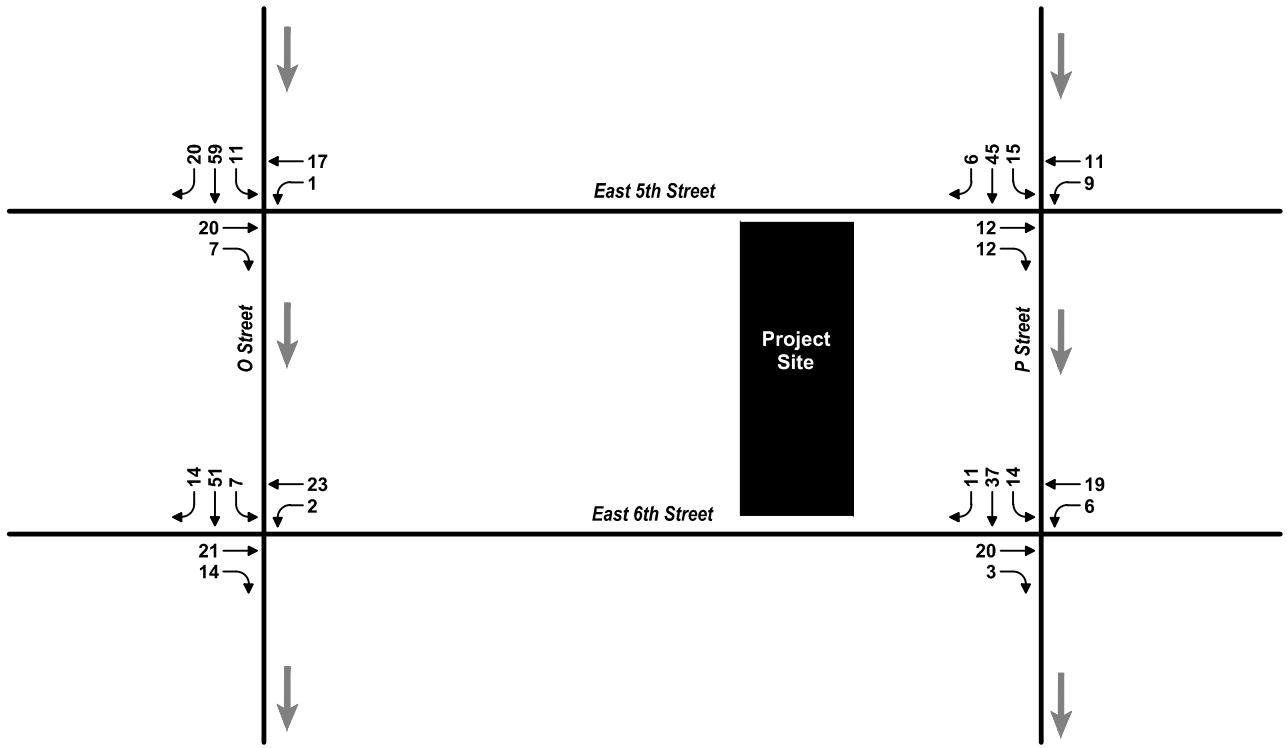
Figure 6

815 East 5th Street Residential Development
South Boston, MA

Neg Negligible



Morning (7:30-8:30am)



Evening (4:30-5:30pm)

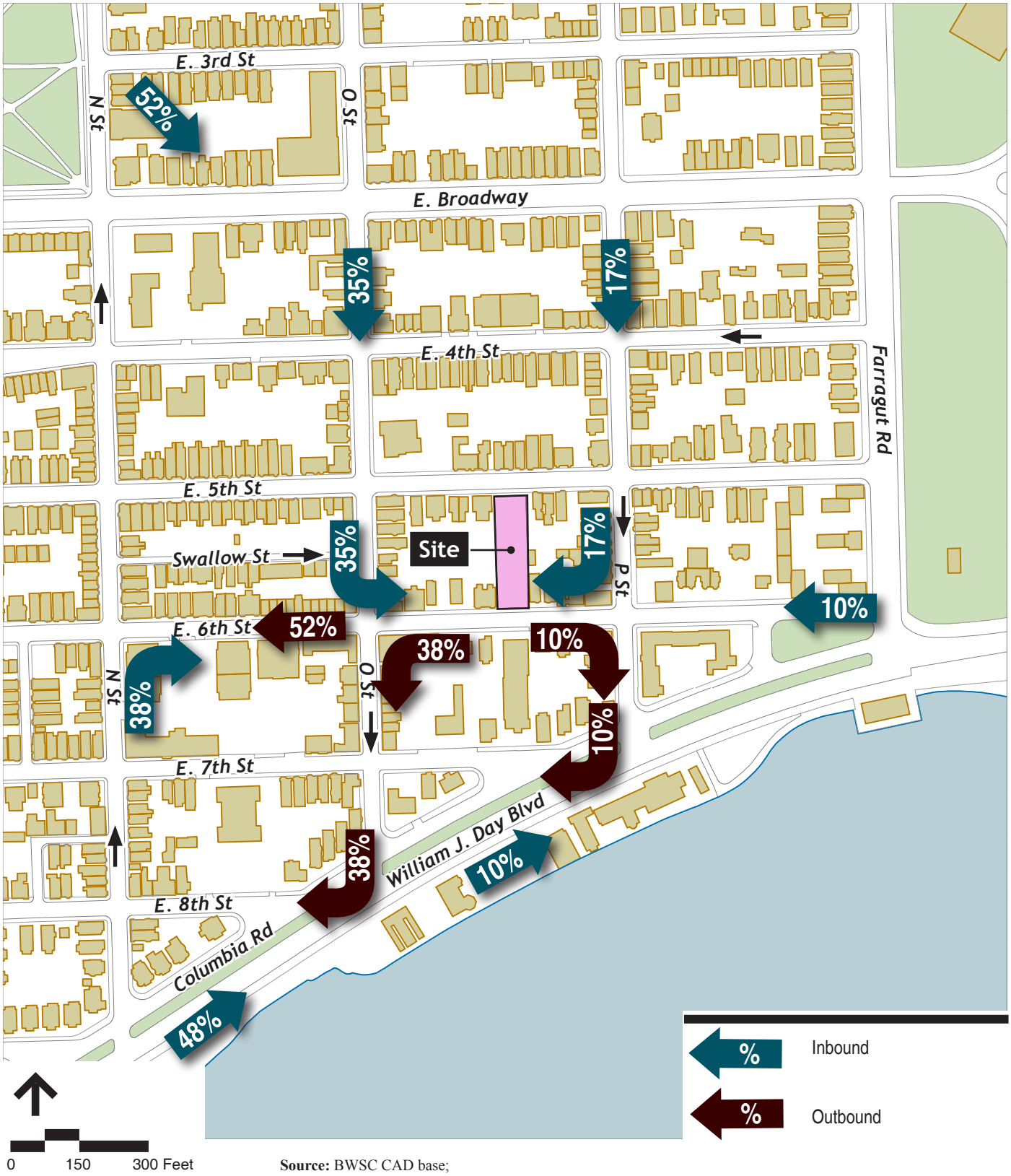
Not to Scale

Vanasse Hangen Brustlin, Inc.

2018 No Build Condition
Peak Hour Vehicle Volumes

Figure 7

815 East 5th Street Residential Development
South Boston, MA



Source: BWSC CAD base;

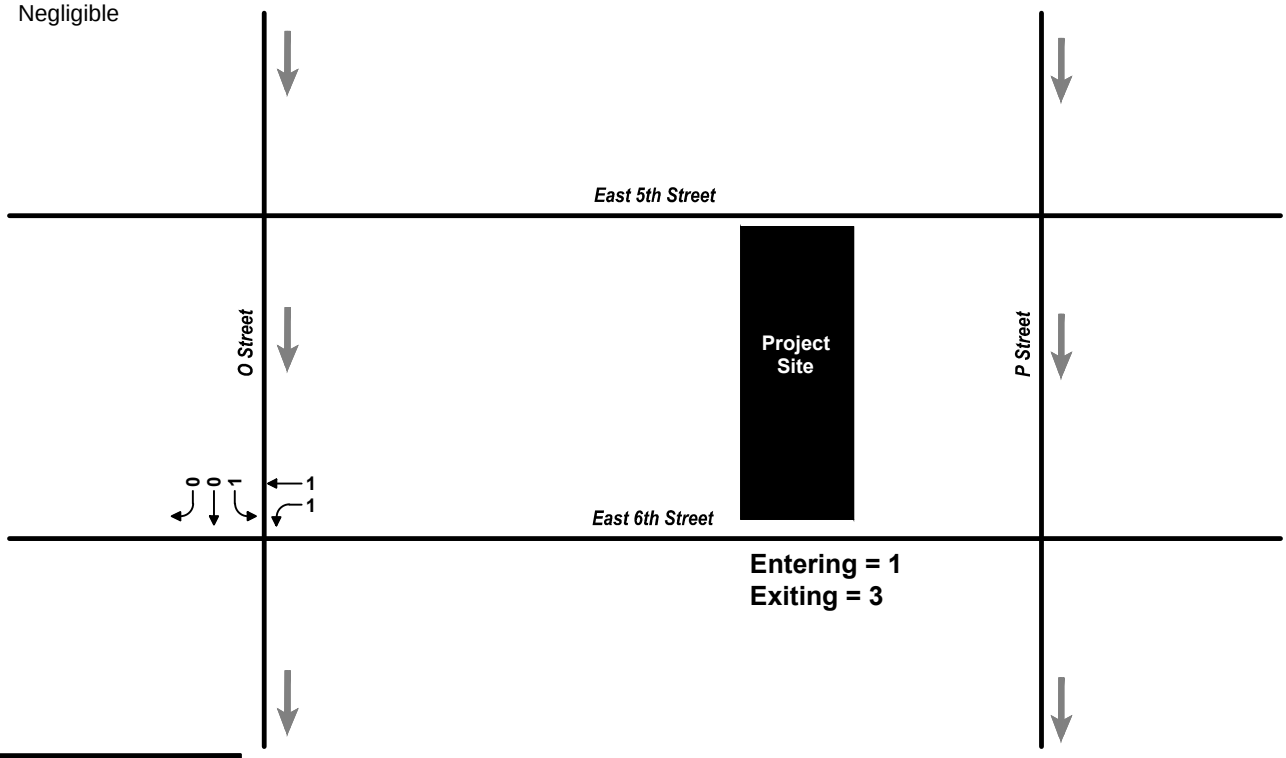
Vanasse Hangen Brustlin, Inc.

Trip Distribution

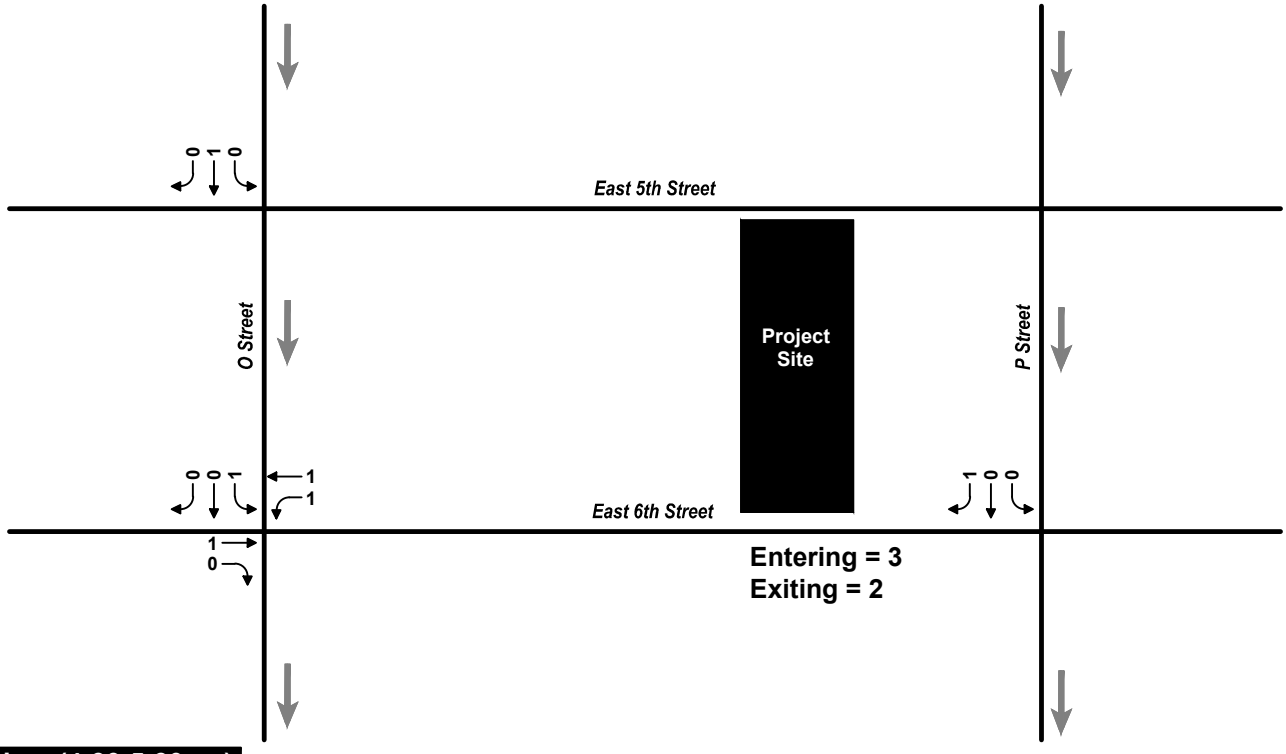
Figure 8

815 East 5th Street Residential Development
South Boston, MA

Neg Negligible



Morning (7:30-8:30am)



Evening (4:30-5:30pm)

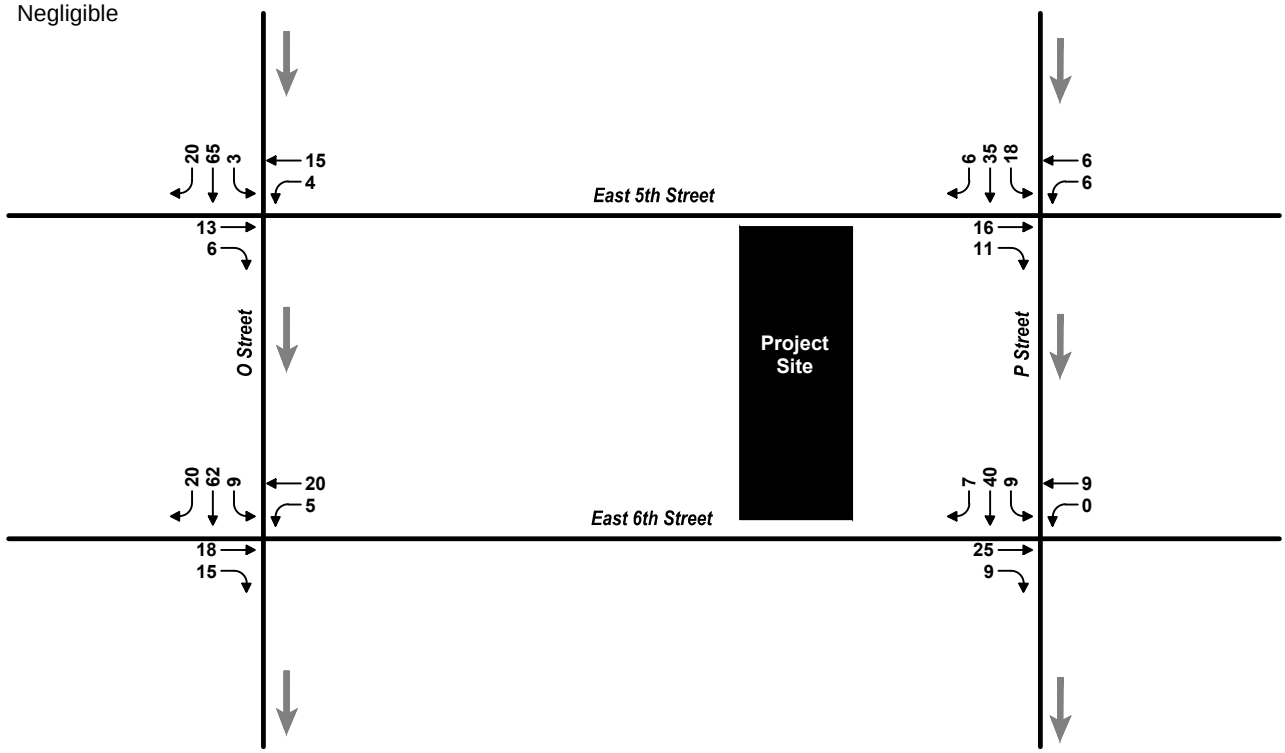
Not to Scale

Vanasse Hangen Brustlin, Inc.

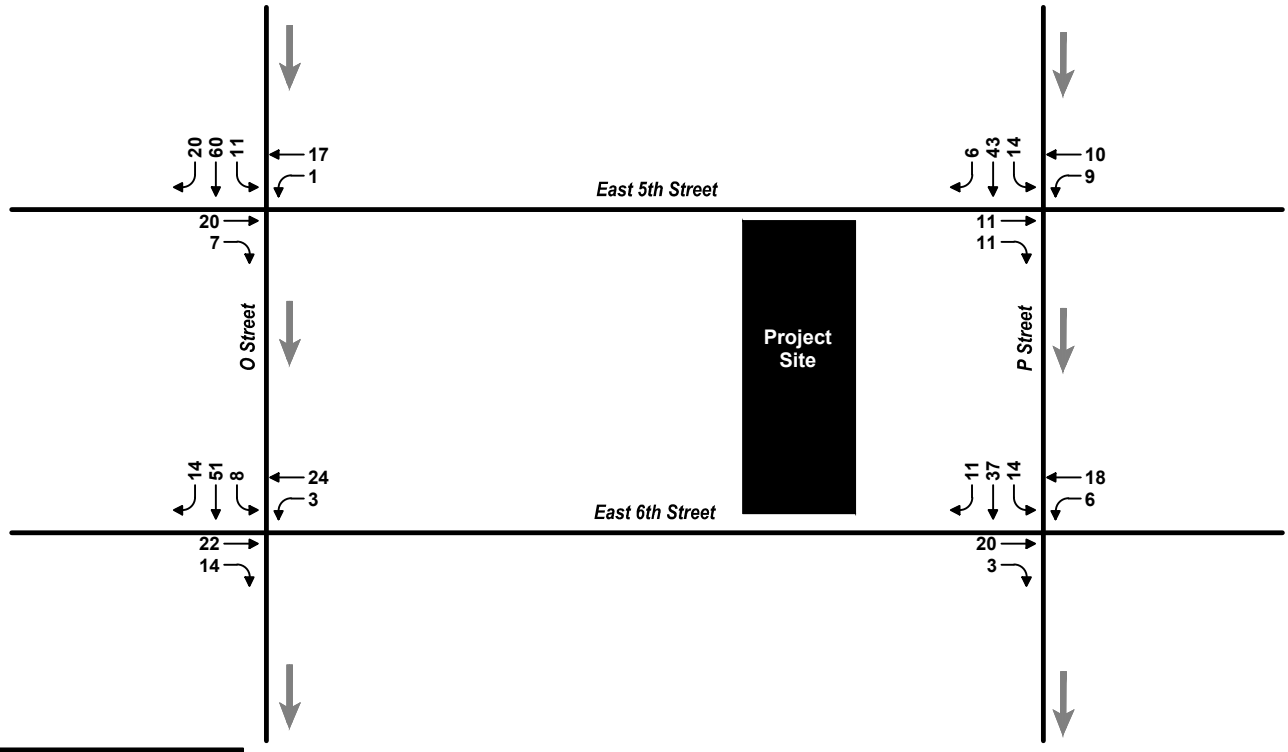
Project Generated Trips Figure 9

815 East 5th Street Residential Development
South Boston, MA

Neg Negligible



Morning (7:30-8:30am)



Evening (4:30-5:30pm)

Not to Scale

Vanasse Hangen Brustlin, Inc.

2018 Build Condition
Peak Hour Vehicle Volumes

Figure 10

815 East 5th Street Residential Development
South Boston, MA

APPENDIX F
ACCESSIBILITY CHECKLIST

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

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

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

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

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

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

Accessibility Analysis Information Sources:

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

Project Information

Article 80 | ACCESSIBILTY CHECKLIST

Project Name:	**815 East Fifth Street / 812 East Sixth Street Residential Development**
Project Address Primary:	**815 East Fifth Street, Boston, MA, 02127**
Project Address Additional:	**812 East Sixth Street, Boston, MA, 02127**
Project Contact (name / Title / Company / email / phone):	**815 East Fifth Street, LLC /**

Team Description

Owner / Developer:	**815 East Fifth Street, LLC**
Architect:	**Touloukian Touloukian Inc.**
Engineer (building systems):	**To Be Determined**
Sustainability / LEED:	**LEED Status is to be determined**
Permitting:	**By Owner**
Construction Management:	**To Be Determined**

Project Permitting and Phase

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

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

Building Classification and Description

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

Residential – One to Three Unit	Residential - Multi-unit, Four +	Institutional	Education
Commercial	Office	Retail	Assembly

Article 80 | ACCESSIBILTY CHECKLIST

	Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	Residential			

What is the Construction Type – select most appropriate type?

Wood Frame	Masonry	**Steel Frame**	Concrete

Describe the building?

Site Area:	*17,500 SF*	Building Area:	*31,673 GSF*
Building Height:	*36-46 Ft.*	Number of Stories:	*3-4 Flrs.*
First Floor Elevation:	*See Drawings*	Are there below grade spaces:	***Yes** / No*

Assessment of Existing Infrastructure for Accessibility:

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

Provide a description of the development neighborhood and identifying characteristics.	The development is located in City Point in South Boston. The neighborhood is characterized by a mix of detached, semi-attached, and row houses, typically one to four stories tall, a mix of brick masonry and wood siding, with backyards and some driveways.
List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.	5, 7, 9, 10, 11 Bus
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	Kindred Nursing and Rehabilitation, Harborlights
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	Marine Park Curley Community Center Medal of Honor Park

Article 80 | ACCESSIBILTY CHECKLIST

Surrounding Site Conditions – Existing:

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

Are there sidewalks and pedestrian ramps existing at the development site?	Yes.
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	Concrete sidewalks in need of repair.
Are the sidewalks and pedestrian ramps existing-to-remain? **If yes,** have the sidewalks and pedestrian ramps been verified as compliant? **If yes,** please provide surveyors report.	No. Sidewalks and pedestrian ramps are to be replaced.
Is the development site within a historic district? **If yes,** please identify.	Not in a Historic District.

Surrounding Site Conditions – Proposed

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

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	Yes.
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	Neighborhood Residential
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	E. 5th St.: Approximately 9’-0”± wide sidewalk (see plans) E. 6th St.: Approximately 9’-0”± wide sidewalk (see plans) *Sidewalks are exclusively pedestrian zones.
List the proposed materials for each Zone. Will the proposed materials be	Sidewalks to be concrete to match existing context.

on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Sidewalk replacement to be on City of Boston pedestrian right-of-way.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?	There is no proposed pedestrian right-of-way on private property.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	No.
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	N/A N/A

Proposed Accessible Parking:

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

What is the total number of parking spaces provided at the development site parking lot or garage?	**33**
What is the total number of accessible spaces provided at the development site?	**2**
Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	No.
Where is accessible visitor parking located?	There is no proposed accessible visitor parking located on private property.
Has a drop-off area been identified? **If yes,** will it be accessible?	No.
Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas	See Drawings.

to the development entry locations. Please include route distances.	

Circulation and Accessible Routes:

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

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

Provide a diagram of the accessible route connections through the site.	See Drawings.
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	5th Street Entry – Flush Condition 6th Street Entry – Flush Condition Garage Level – Flush Condition / Elevator
Are the accessible entrance and the standard entrance integrated?	Yes.
If no above, what is the reason?	N/A
Will there be a roof deck or outdoor courtyard space? **If yes,** include diagram of the accessible route.	Yes. See Drawings..
Has an accessible routes way-finding and signage package been developed? **If yes,** please describe.	No.

Accessible Units: (If applicable)

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

What is the total number of proposed units for the development?	19

Article 80 | ACCESSIBILTY CHECKLIST

How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	(19) for sale (17) market value, (2) affordable
How many accessible units are being proposed?	(12) Group 1 Accessible, (7) units are proposed as townhouses and are exempt from accessibility as per 521 CMR 9.6
Please provide plan and diagram of the accessible units.	See drawings for 521 CMR Group 1 accessible unit locations.
How many accessible units will also be affordable? If none, please describe reason.	1 or 2 (to be determined by City of Boston)
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,** please provide reason.	No. Standard units are proposed to meet 521 CMR Group 1 requirements. The (7) townhouse units are duplexes with interior unit stairs.
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	No.
Did the Advisory Board vote to support this project? **If no,** what recommendations did the Advisory Board give to make this project more accessible?	N/A

Thank you for completing the Accessibility Checklist!

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

kathryn.quigley@boston.gov | Mayors Commission for Persons with Disabilities