

3326 Washington Street

Jamaica Plain, Massachusetts

Application for Small Project Review

Article 80E of Boston Zoning Code

Submitted November 4, 2019 to the Boston Planning and Development Agency

primary

TABLE OF CONTENTS

I. PROJECT OVERVIEW

- 1.1 Development Narrative
- 1.2 Design Concept
- 1.3 Project Team
- 1.4 Site Context
- 1.5 Project Metrics
- 1.6 Project Cost and Schedule
- 1.7 Anticipated Permits and Approvals

II. ZONING CONTEXT

- 2.1 Zoning Code Review

III. PLANNING CONTEXT

- 3.1 PLAN: JP/Rox
- 3.2 Compact Living Pilot
- 3.3 Housing Boston 2030
- 3.4 Go Boston 2030
- 3.5 Complete Streets

IV. COMMUNITY ENGAGEMENT

- 4.1 Community Outreach Summary
- 4.2 Community Benefits

V. APPENDIX

PROJECT OVERVIEW

1.1 DEVELOPMENT NARRATIVE

Revitalizing an underutilized industrial lot, the development at 3326 Washington St ("The Project") proposes an approximately 40,450 GSF, 5 story, green, transit oriented, mixed-use, mixed-income building for a 21st Century Boston. The Project seeks Article 80, Section E Small Project Review approval from the BPDA.

Compact Rent rates. The Project embraces Compact Living's design guidelines with shared amenity spaces including a shared lounge and outdoor space on Level 5 and transit-oriented residential density.

The design vision is inspired by Jamaica Plain's past, present, and future - from Washington Street's industrial heritage, to

A building can be an active member of the community. It can bring life, joy, and spirit to a place, and reflect the great things that make up the vibrancy of the neighborhood.

Consistent with the guidelines of Plan: JP/Rox, the Project creates much-needed affordable and market rate housing while delivering engaging design. The construction of mixed-income housing responds directly to Boston's housing shortage and Mayor Walsh's 2030 housing plan. Furthermore, approximately 11 out of the currently proposed 47 apartment units will be deed-restricted affordable, at a maximum AMI of 70%, and a minimum of 30% AMI, meeting the spirit of the density bonus guidelines outlined in JP/Rox.

JP's vibrant neighborhood gardens, to its future as a transit-oriented community along the Orange Line. The Project design features a series of 'terraced gardens' excavated from an industrial building. These terraced gardens form a series of cascading balconies, bringing the life of the building onto its surface, and connecting residents with their neighbors on Washington St. The Project will contain approximately two ground floor commercial spaces on Washington St totaling approximately 2,729 SF, further fostering an engaged and activated street life.

Achieving the level of affordability provided in the Project is an extremely difficult task, given rapidly rising construction costs in the Boston area. The Developer endeavors to support this affordability through HUD financing, a lengthy and challenging application process which will continue beyond the duration of the Article 80 review.

With a 21st century Boston in mind, the Project is transit-forward and will feature sufficient bicycle parking for every housing unit. Because the site is just a 3 minute walk to the Orange Line stop at Green Street, there will be no automobile parking. The Project proposes a curbside loading/drop-off zone on Washington St which can be utilized for rideshares and deliveries.

Additionally, the Project is electing to comply with Boston's Compact Living Policy, resulting in deeper affordability from

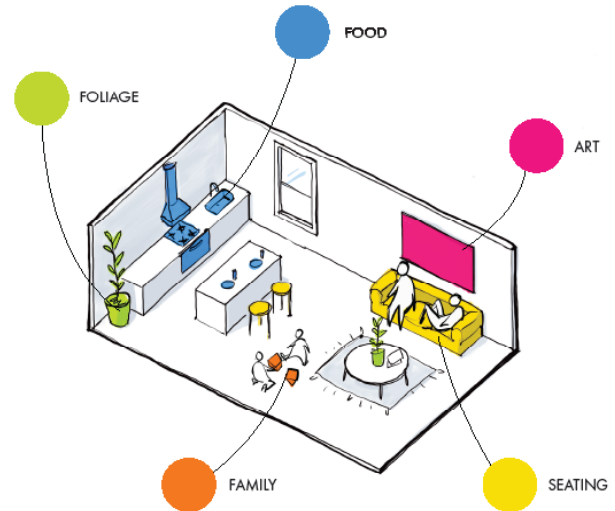
PROJECT OVERVIEW

1.2 DESIGN CONCEPT

The design concept for the Project embraces and enhances the spirit of the Jamaica Plain community through a series of cascading terraces featured prominently at the corner of Washington Street and Glen Road.

These Terraced Gardens bring the interior life of the building onto its exterior - allowing neighbors to engage with each other, and with pedestrians and community members walking along Washington Street. Imagine having a coffee on your terrace, and being able to wave good morning to your neighbor on a terrace a few floors below, or to a friend grabbing a bagel on Washington St.

The Terraced Gardens also provide a place to grow plants, pollinator flowers, and vegetables for the residents of the building. A shared terrace on Level 5 provides residents of all units a communal outdoor gathering space, and a place to enjoy the architecture and neighborhood for those residents residing in other parts of the building.



From a living room



To a living street.

PROJECT OVERVIEW

1.2 DESIGN CONCEPT



The design concept is inspired by Washington Street's industrial heritage, and looks forward to its green future. The concept envisions an excavated brick factory-style building, revealing a wood interior in the form of cascading garden terraces.

The brick exterior form references the heritage of breweries, hotels, warehouse buildings, and industrial buildings built along Washington St and Green Street in the 1800s. It also provides a contextual relationship to the brick facades found on its immediate neighbors. The brick exterior is then carved away to reveal wood clad cascading terraces with garden planters, providing visual warmth and a place for residents to gather among greenery.

PROJECT OVERVIEW

1.2 DESIGN CONCEPT



As seen from Glen Road looking toward Washington Street, the Project is designed to relate to the context of commercial and residential fabric. The terraced gardens cascade toward the Southwest corner.

PROJECT OVERVIEW

1.2 DESIGN CONCEPT



Along Washington Street, the Project will have a vibrant and active commercial streetwall, as well as residential entrance, aligned with the existing brick retail building at the corner of Washington Street and Glen Road.

PROJECT OVERVIEW

1.3 Project Team

Owner:

Washington Alfa LLC
1683 Cambridge St, #3
Cambridge MA 02138

Project Proponent and Designer:

Primary Development Group LLC
1683 Cambridge St, #3
Cambridge MA 02138
wkomarin@primary.us
617-651-2606

Architect of Record:

Spalding Tougias Architects
241 A St Suite 200
Boston, MA 02210
GS@sta-inc.com
(617) 542-4522

Surveyor:

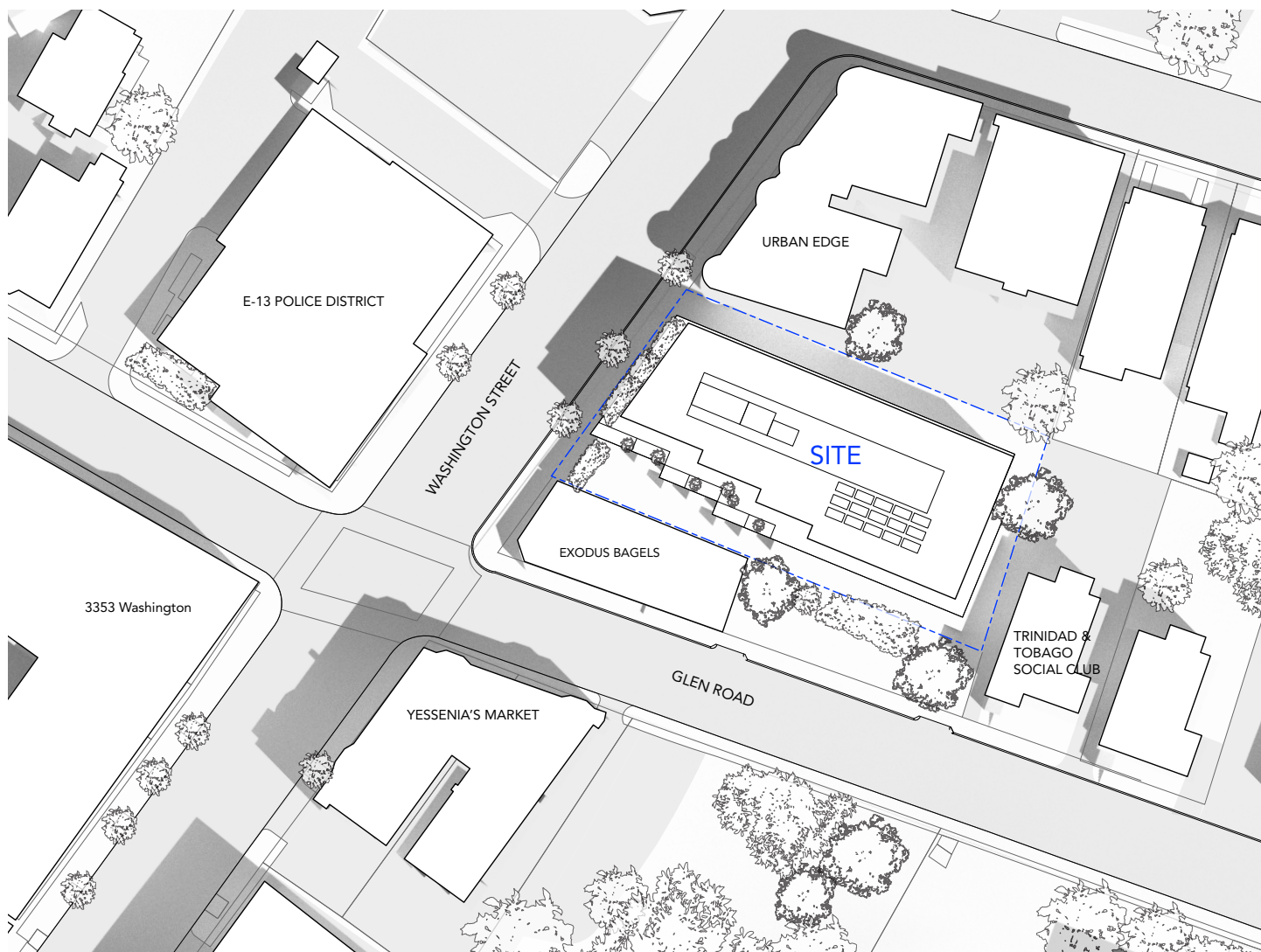
DeCelle-Burke-Sala & Associates
1266 Furnace Brook Parkway #401
Quincy, MA 02169

Zoning Support:

Dain, Torpy, Le Ray Wiest, & Garner, P.C.
745 Atlantic Ave
Boston, MA 02111
dwiest@daintorpy.com
(617) 542-4800

PROJECT OVERVIEW

1.4 SITE CONTEXT



Located at the intersection of Washington St, Green Street, and Glen Road, the Project site is situated at the crossroads of industrial, residential, and retail areas. The Project aims to stitch these unique qualities of site together, respecting context while activating an underused industrial lot with much needed mixed income affordable housing, ground floor commercial space, and greenery.

PROJECT OVERVIEW

1.5 PROJECT METRICS

Metric	
Parcel ID	1102341000
Legal Address	3326-8 Washington Street
Ward Number	11
Lot Area (SF)	12,304
Gross Floor Area (SF)	Appx. 40,450
Floor Area Ratio	3.29
Maximum Building Height/Stories	Appx. 60' / 5 Stories
Residential Unit Count	47
Market Rate	36*
Affordable	11*
Commercial Unit Count	2**
Parking Spaces	0
Unit Mix	
Studios	7
1 BR	30
2 BR	10
3 BR	-

* Approximate unit mix given total residential unit count

** Commercial space will be subdivideable or contiguously leased

1.6 PROJECT SCHEDULE

The Project is anticipated to complete the Small Project Review Application Process in Q4 2019, anticipates Zoning Variances granted in Q1 2020, anticipates successful project financing in Q2 2020, and anticipates a construction start at the commencement of Q3 2020.

In addition to the Article 80 process, the Project endeavors to secure HUD construction financing to support the affordability levels proposed. The HUD financing process is a challenging and lengthy approval, and requires significant effort and resources from the Project Proponent and Owner to ensure a successful application. The ability to support the proposed affordable unit levels in the Project will depend on maintaining a Project Schedule in line with the dates outlined here.

PROJECT OVERVIEW

1.7 ANTICIPATED PERMITS AND APPROVALS

Agency	Anticipated Approvals
Boston Planning and Development Authority	
	Article 80 Small Project Review Certification of Approval
	Affordable Housing Agreement
	Final Design Review Approval
	Compact Living Policy Approval
Boston Inspectional Services Department	
	Zoning Board of Appeal Approval
	Building Permit
	Certificate of Occupancy
Boston Water and Sewer Commission	
	Local Sewer and Water Tie-In and Site Plan Approval
Boston Fire Department	
	Permits for Construction, Sprinkler System, & Fire Alarm System
Boston Department of Public Works	
	Street Loading Area Approval
	Curb Cut Approval
Boston Landmarks Commission	
	Article 85 Demolition Delay: 90 Day Period
Housing and Urban Development Administration (HUD)	
	Financing Approval

ZONING CONTEXT

2.1 ZONING CODE REVIEW*

Zoning Code Section	Zoning Code
Zoning District	Jamaica Plain Neighborhood (Article 55)
Zoning Sub-District	Local Industrial
Overlays	None

Article 55 Table C - Use Regulations	Use	Proposed	Variance
Residential Uses	F	YES	YES

Article 55 Table H - Dimensional Regulations	Required	Proposed	Variance
Maximum Floor Area Ratio	1	3.29	YES
Maximum Building Height	35'	Appx. 60'	YES
Minimum Lot Size	None	n/a	-
Minimum Lot Area Per Dwelling Unit	None	n/a	-
Minimum Usable Open Space (SF per Dwelling Unit)	50	57.6	TBD
Minimum Lot Width	None	n/a	-
Minimum Lot Frontage	None	n/a	-
Minimum Side Yard	None	n/a	-
Minimum Rear Yard	20'	Appx. 5'	YES

Article 55 Table J - Off Street Parking Requirements	Required Spaces per 1000 SF of GFA	Proposed	Variance
Industrial Uses	0.5	0	YES
Office Uses	2	0	YES
Retail Uses	2	0	YES
All Other Allowable Uses	Varies	0	YES
Residential Uses	N/A (Not an allowed use)	0	YES

*Anticipated zoning relief required, based on a preliminary review of the Boston Zoning Code.

PLANNING CONTEXT

3.1 PLAN: JP/ROX

Green Features

JP/Rox encourages Green Building and Sustainable design. The proposed Project will endeavor to be a minimum of LEED Silver Certifiable. The design team will study a range of green features, including building orientation, Solar Photovoltaics, and Green Roof areas. Additionally, by encouraging non-automotive transit and providing urban infill housing, the Project promotes a low-carbon lifestyle for its residents.

Transportation & Mobility

JP/Rox encourages transit oriented mobility options. The Project meets this request by encouraging bicycle and pedestrian mobility through the elimination of vehicle parking and providing housing at a location only 4 minutes walk from the Green Street T stop. Additionally, the Project will provide bicycle parking spaces available to each unit.

Housing Affordability

JP/Rox affordability guidelines allow for a density bonus for developments. For this Project size, JP/Rox affordable guidelines call for 23.4% affordability, which the Project meets.

Neighborhood Character

The Project design is inspired by the brick heritage of Washington and Green Street's former factory, hotel, and commercial buildings. The Project also celebrates Jamaica Plain's gardens and greenery, and features these elements prominently in the building's garden terraces. Additionally, the Project Proponent has proposed a number of options to display the history of the project site, including building material reuse, and a historic exhibition display.

Jobs & Business

JP/Rox requests that the project support local jobs and businesses. The Project will contain approximately two ground floor commercial spaces on Washington St, providing an opportunity for local business owners and fostering an active retail street life on Washington.

JP Rox Density Bonus Calculation		
	%	Ct.
Lot Size		12,344
Base FAR		1.0
Proposed GSF (Approximate)		40,450
Commercial Space (Approximate)		2,742
Residential GSF (Approximate)		37,708
Residential GSF Above Base FAR		25,364
Total No. Units Proposed		47
Avg GSF per Unit		802
No. Units in Base FAR		15
No. Affordable Units	13%	2
No. Bonus Units		32
No. Affordable Units	30%	9
Total No. Affordable Units	23.4%	11

PLANNING CONTEXT

3.1 PLAN: JP/ROX

Urban Design

JP/Rox calls for a variety of building setbacks and step-backs. It also encourages reinforcing the existing streetwall of the site. The Project design embraces the spirit of these guidelines with its Terraced Garden concept.

JP/Rox guidelines specify respecting surrounding street and block patterns. The project achieves this by maintaining the streetwall edge established by the neighboring buildings, and aligns directly with the abutting corner retail building.

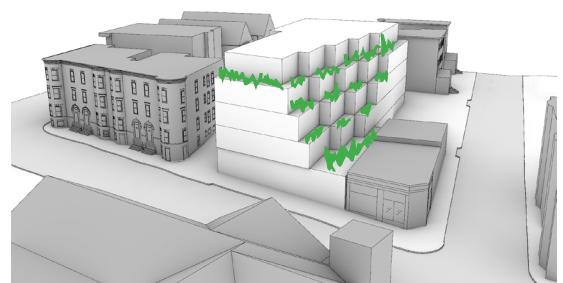
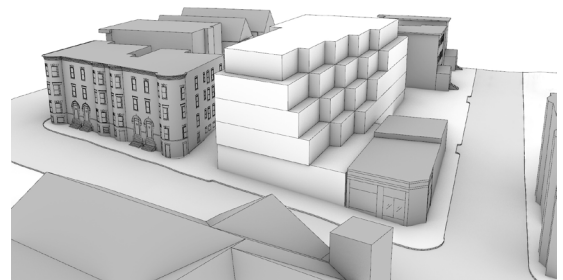
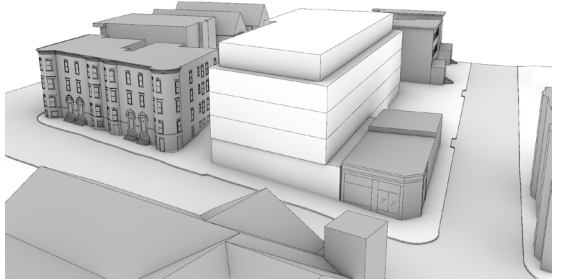
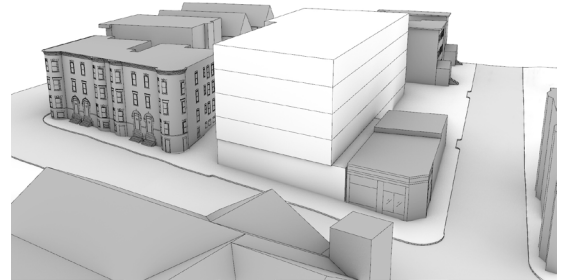
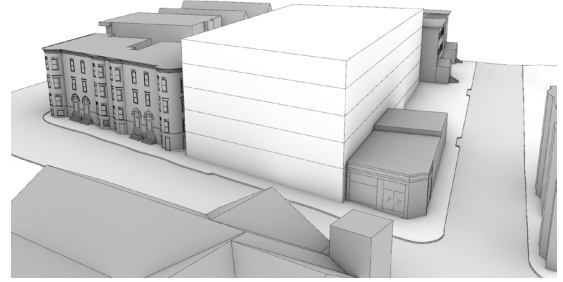
JP/Rox identifies Washington St as a "Neighborhood Connector" type under the Boston Complete Streets Guidelines. These streetwall and sidewalk width guidelines are met by the Project, as outlined in Section 3.5 of this document.

JP/Rox calls for Local Retail/Commercial and Main Street / Active Commercial areas to have a more continuous streetwall. It further calls for new buildings to reinforce existing streetwall conditions. The proposed Project meets these guidelines as well.

The massing is set back on the North and East side, and continuously steps back starting on Level 2 at the southeast corner.

A majority of the building steps back approximately 5' at Level 5, following the guidelines set forth in JP/Rox.

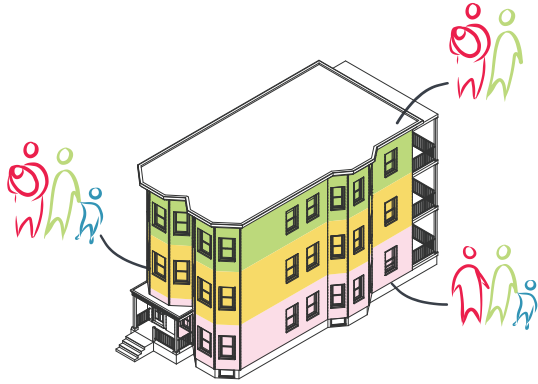
Urban Design
guidelines become
an opportunity for
design innovation.



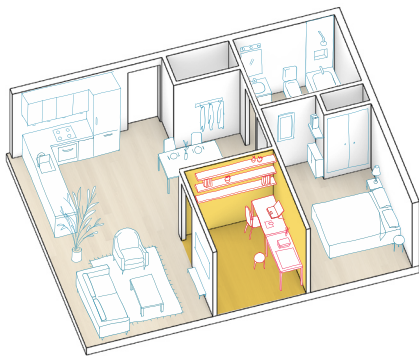
PLANNING CONTEXT

3.1 PLAN: JP/ROX

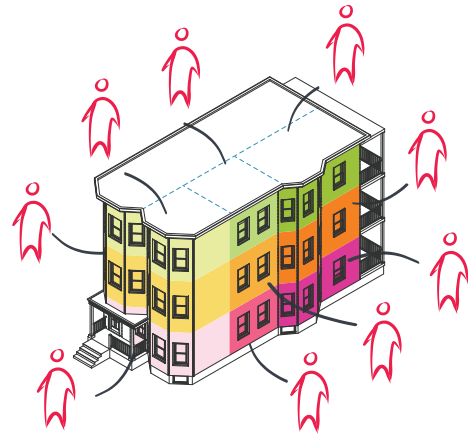
Development without Displacement



Triple Deckers in JP were designed for families, with likely just one income earner per household, and floorplans that work well for parents and kids.



Our design proposal at 3326 Washington St, with approximately 47 units comprising studios, 1BR, and 2BR units, is intended to provide a new place for current Triple Decker residents to live, freeing up that housing stock for families, and helping to alleviating pressure on neighborhood rent prices.

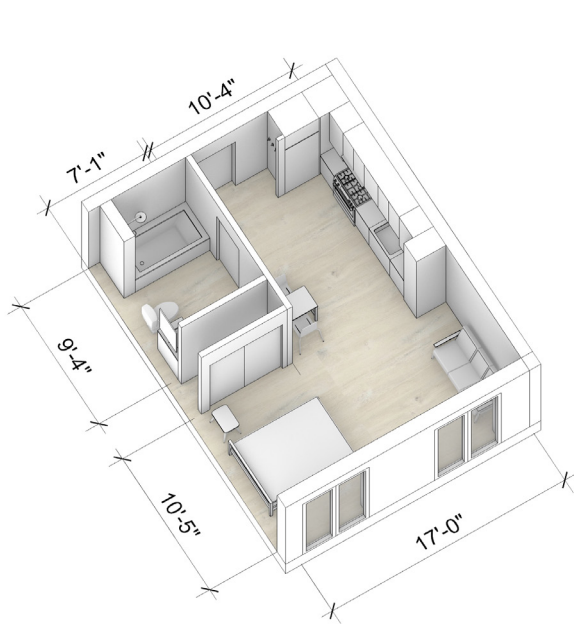


But today, JP's Triple Deckers are often occupied by 9 or more separate income earners. This puts rental price pressure on the neighborhood, and makes it harder for families to find suitable housing.

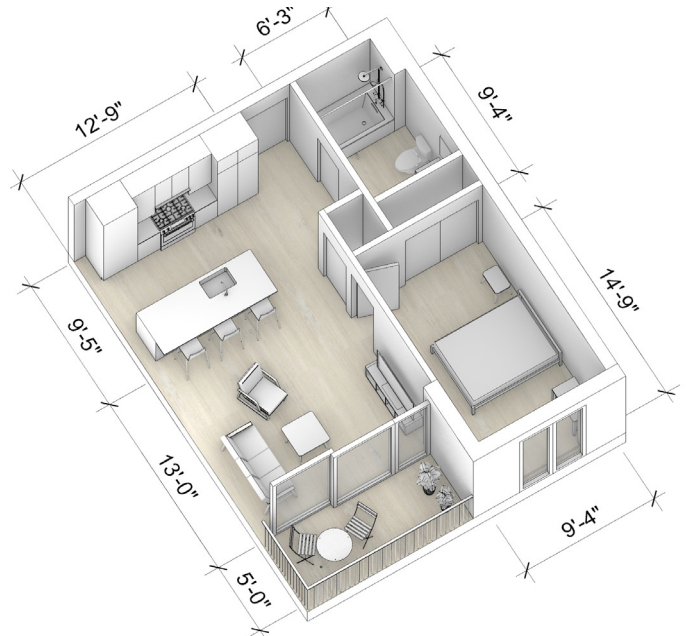
PLANNING CONTEXT

3.2 COMPACT LIVING PILOT

The Project is electing to conform to Boston’s Compact Living Pilot, and is compliant with its regulations. These include unit size regulations, rent regulations, and shared space regulations. The tables outlined below demonstrate the compact units within the building, shared space allocation, and transportation guideline points. The Project has been designed from its inception to embrace Compact Living and Transit Oriented Development. These features include providing adequate in-unit storage space, optimizing floorplans for layout efficiency, and offering large windows for natural light.



Typical Studio (420 SF)



Typical 1 BR (520 SF)

PLANNING CONTEXT

3.2 COMPACT LIVING POLICY

Residential Levels					
Ct	Level	No.	Type	SF	Compact
1	1	A	1 Bedroom	510	Yes
2	1	B	Studio	419	Yes
3	1	C	1 Bedroom	531	Yes
4	1	D	Studio	401	Yes
5	1	E	1 Bedroom	628	No
6	1	F	1 Bedroom	605	Yes
7	1	G	1 Bedroom	605	Yes
8	2	A	2 Bedroom	1017	No
9	2	B	1 Bedroom	510	Yes
10	2	C	1 Bedroom	510	Yes
11	2	D	1 Bedroom	529	Yes
12	2	E	Studio	401	Yes
13	2	F	1 Bedroom	629	No
14	2	G	1 Bedroom	581	Yes
15	2	H	1 Bedroom	581	Yes
16	2	I	1 Bedroom	604	No
17	2	J	1 Bedroom	496	Yes
18	2	K	Studio	479	No
19	2	L	1 Bedroom	635	No
20	3	A	2 Bedroom	1017	No
21	3	B	1 Bedroom	510	Yes
22	3	C	1 Bedroom	510	Yes
23	3	D	1 Bedroom	529	Yes
24	3	E	Studio	401	Yes
25	3	F	1 Bedroom	629	No
26	3	G	1 Bedroom	581	Yes
27	3	H	1 Bedroom	581	Yes
28	3	I	1 Bedroom	548	Yes
29	3	J	Studio	440	Yes
30	3	K	2 Bedroom	1089	No
31	4	A	2 Bedroom	1017	No
32	4	B	1 Bedroom	510	Yes
33	4	C	1 Bedroom	510	Yes
34	4	D	1 Bedroom	529	Yes
35	4	E	Studio	401	Yes
36	4	F	1 Bedroom	629	No
37	4	G	1 Bedroom	581	Yes
38	4	H	1 Bedroom	581	Yes
39	4	I	2 Bedroom	905	No
40	4	J	2 Bedroom	1037	No
41	5	A	2 Bedroom	973	No
42	5	B	1 Bedroom	510	Yes
43	5	C	1 Bedroom	510	Yes
44	5	D	1 Bedroom	529	Yes
45	5	E	2 Bedroom	746	Yes
46	5	F	2 Bedroom	955	No
47	5	G	2 Bedroom	674	Yes

* The above table contemplates preliminary unit mix and sizing, and are subject to design revision during Project review.

Residential Summary	Ct	Ct Affordable
Total Studio	7	2
Total 1 BR	30	7
Total 2 BR	10	2
Total Units	47	11*

* Appx. mix given total residential unit count

Shared Spaces	Location	SF
Total Units		47
Total Compact Units		32
Common Space for all units (SF)		1,560
Lobby Lounge + Museum	Ground	400
Fitness Room	Ground	581
Lounge/ Kitchen	L5	565
Total Interior		1,546
Shared L5 Exterior Balcony		341
Total Shared Space		1,887

Transportation Guidelines	Points
Reduced Parking Supply	4
Subsidized Transit: 100% for one year*	4
Bike Repair Station	1
Total TDM Points	9
Total Points Required	4

* The Project Proponent has proposed a MBTA "T Pass" benefit for residents in the first year of occupancy as a possible community and transit benefit

PLANNING CONTEXT

3.3 HOUSING BOSTON 2030

Mayor Walsh's 2018 Update to the Housing Boston 2030 Plan calls for an increased need for residential units in a rapidly growing Boston, with a goal of producing 69,000 new housing units by 2030. The Project directly addresses this need by providing approximately 47 new construction transit oriented residential units at a range of income and affordability levels.

3.4 GO BOSTON 2030

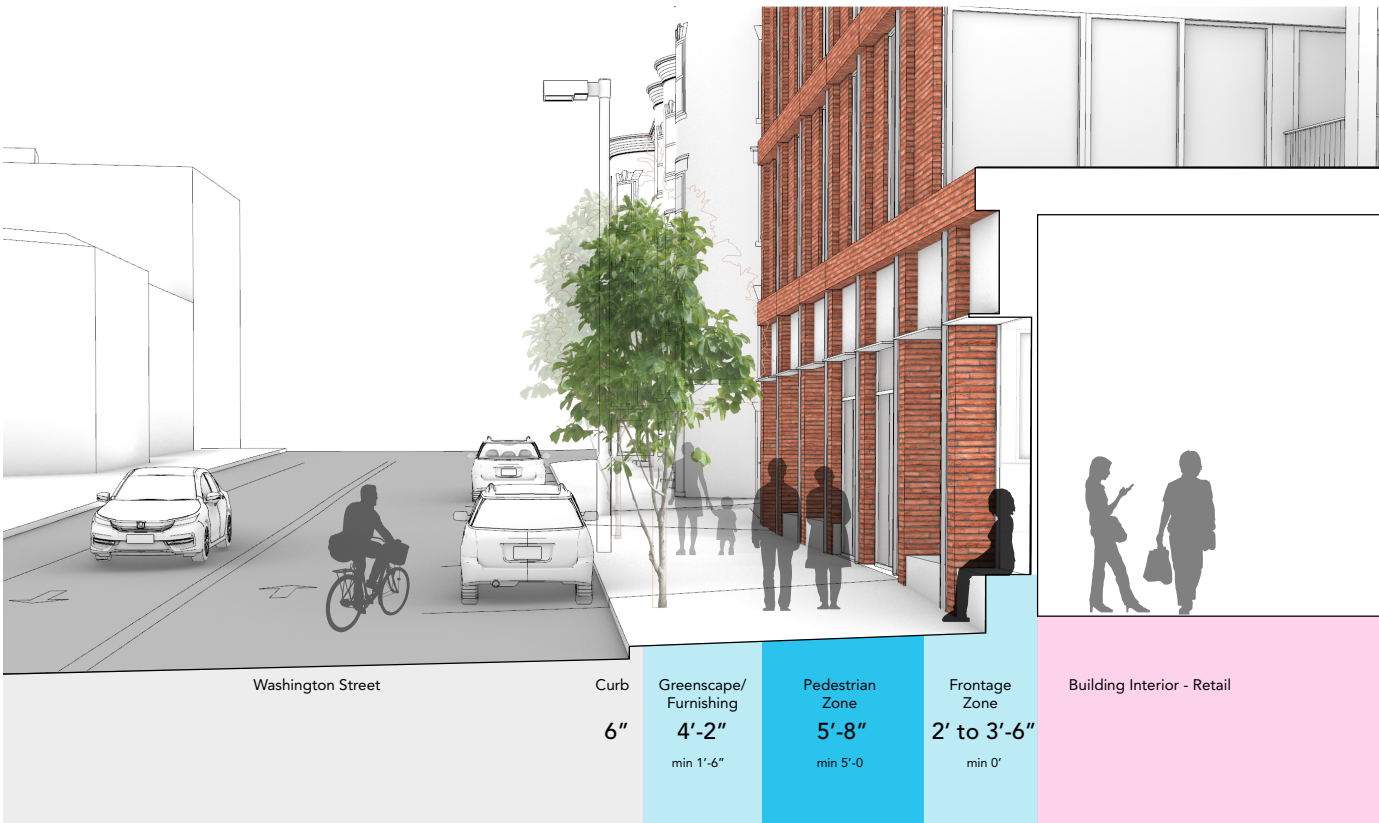
Boston's Go Boston 2030 Plan aspires for every home in Boston to be a 10 minute walk from a rail station. The project will be adding approximately 47 units of new housing just 4 minutes' walk from the Green Street T Stop, in the spirit of this goal. Additionally, Go Boston 2030 calls for greater use of Public Transit, Walking and Bicycling. The project's transit-forward design, proposing a curbside drop-off/loading zone, bicycle parking for all units, and no automotive parking, supports all of these goals.

PLANNING CONTEXT

3.5 COMPLETE STREETS

Boston’s Complete Streets Guidelines identify the Washington Street Corridor as a “Neighborhood Connector” type. The Neighborhood Connector type establishes guidelines of a 0’ to 2’ Frontage Zone, 5’ to 8’ Pedestrian Zone, 1.5’ to 5’ Greenscape/Furnishing Zone, and a 6” Curb Zone. The Project meets the Boston Complete Streets Guidelines for the Neighborhood Connector type.

Moreover, the Project aligns with the existing retail streetwall set by neighboring buildings, fostering a dynamic shopping street environment for pedestrians.



Additionally, Boston’s Complete Streets Guidelines call for Multi-modal, Green, and Smart Streets. The Project encourages Multi-modal transit through the implementation of transit forward design, with a proposed curbside loading/drop-off area, and encouraging bicycle and T transportation. Additionally, the Project proposes new tree pits with new trees located on the sidewalk in front of the Project Site on Washington Street.

COMMUNITY ENGAGEMENT

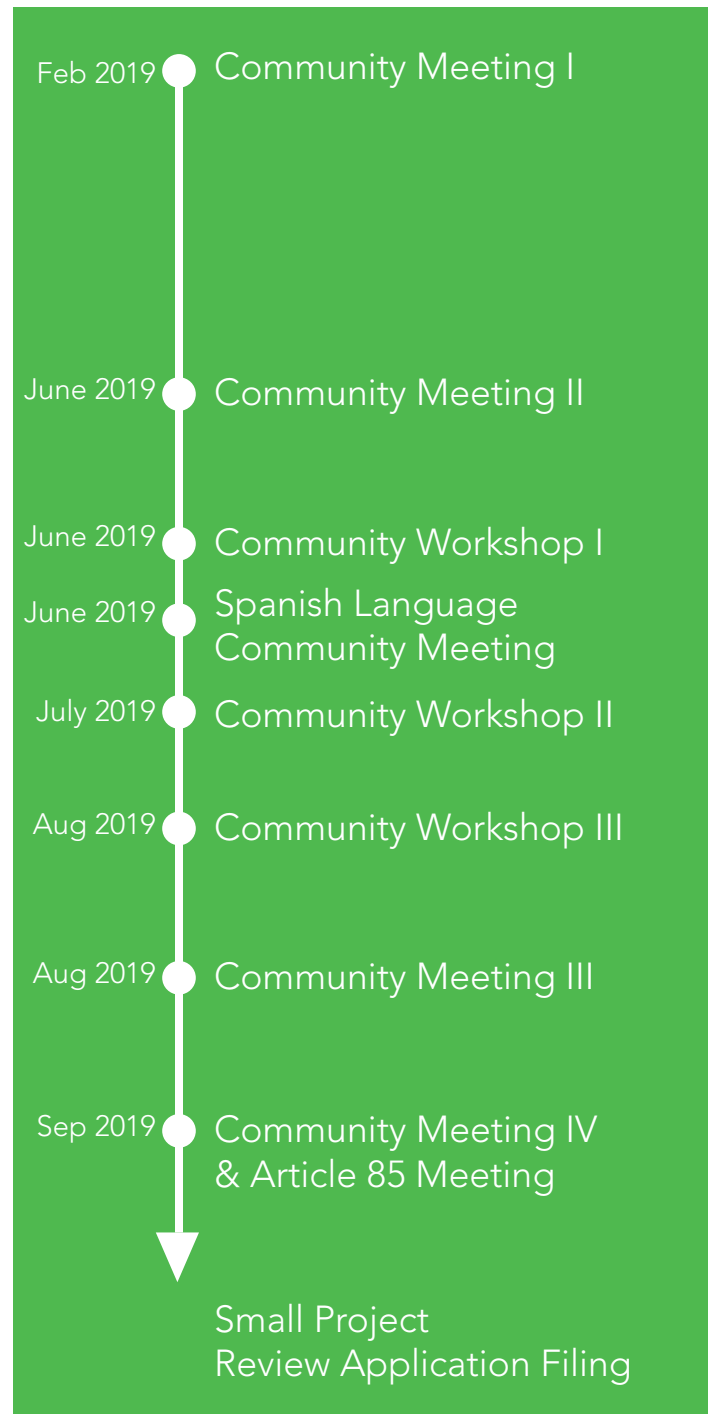
4.1 COMMUNITY OUTREACH SUMMARY

In support of the required Article 80 Small Project Review process and prior to submission of the Application, the Project Proponent has conducted extensive community outreach with abutting and nearby property owners, residents, neighbors, community groups, and nonprofits through a series of meetings and workshops held by the Project Proponent, as well as small group and individual meetings with community members. The Project Proponent has organized and held nine (9) community events in preparation for the SPRA application filing, illustrated to the right.

The Project Proponent has also engaged with City and State representatives including the offices of Counselor Matt O'Malley, Representative Liz Malia, and Representative Sonia-Chang Diaz.

Finally, the Proponent has also processed the Proposed Project as part of the BPDA's pre-file review prior to filing this Application in order to identify and respond to certain issues of concern and advance its design.

The Proponent will continue to meet with neighborhood associations, City agencies, abutters, neighbors and other interested parties as part of the Article 80 public review process.



COMMUNITY ENGAGEMENT

4.2 COMMUNITY BENEFITS

- Activating an underutilized urban lot in a walkable urban district.
- Creating approximately 47 units of much-needed, mixed income and affordable rental housing within a community that is experiencing significant housing shortages.
- Providing housing opportunities for a wide range of incomes with approximately 11 deed-restricted affordable units, at the 30%, 50%, and 70% AMI income levels.
- Introducing new neighborhood residents who will support the growing local retail community on Washington Street.
- Creating a community built to encourage alternative modes of transportation through the active use of bicycling, walking, and the use of public transportation from the Green St MBTA Station
- Sharing the heritage of Washington St with a publicly accessible Lobby Museum space or reuse of building materials.
- The creation of numerous construction jobs benefiting the local economy.
- The generation of additional annual revenue to the City of Boston upon project completion in the form of new real property tax payments on a site that currently provides minimal property tax revenues, providing an approximately 10X increase in property tax revenue from the current basis.

APPENDIX

- 23. Existing Conditions: Street and Aerial View
- 24. MBTA Transit Proximity Map
- 25. Images of Existing “JP Autoglass” Building
- 26 - 27. Existing Context Images
- 28. Site Survey (Existing Conditions)
- 29 - 31. Project Renderings
- 32 - 38. Project Plans
- 39 - 42. Project Elevations
- 43 - 44. Project Sections
- 45. Project Street Plan

APPENDIX



Existing Conditions at 3326 Washington St



Satellite View

APPENDIX



Project site is located approximately 4 minutes walk from the MBTA Green Street T Station.

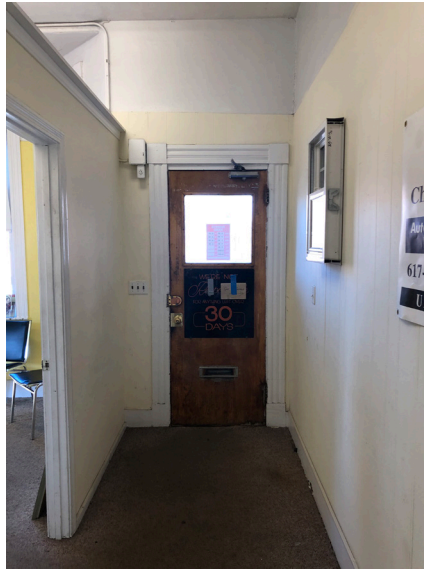
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Existing Building Interior Images

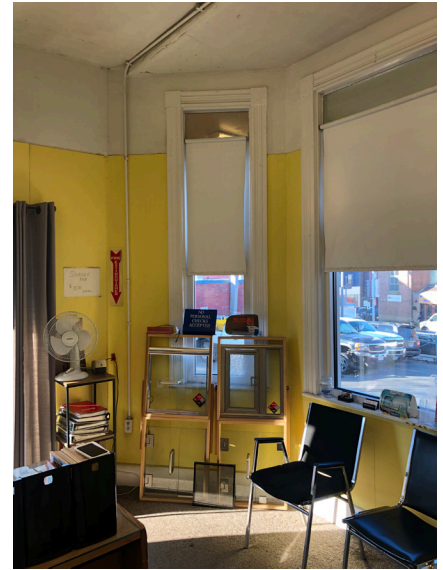
The existing building located on the Site has been substantially and significantly altered for residential, commercial, and industrial uses. The Site and existing buildings have been in continuous use as a commercial automotive glass installation facility for numerous decades.



Stairs



First Floor Entry



First Floor (Front)



Second Floor



Hall to Garage



First Floor (Rear)

APPENDIX

Existing Conditions Images



Washington St looking South



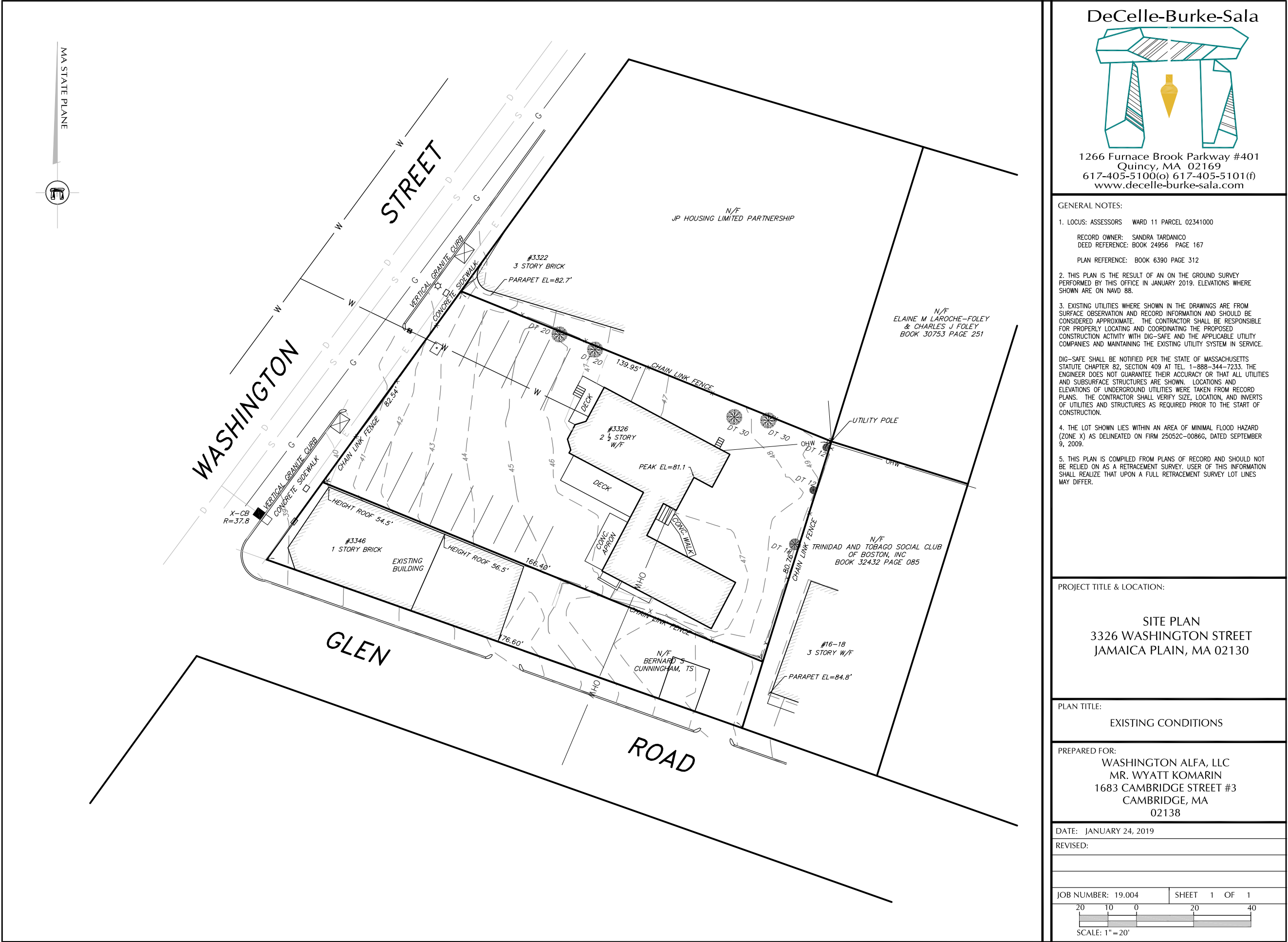
Corner of Washington and Glen Rd looking Northeast

APPENDIX

Existing Conditions Images



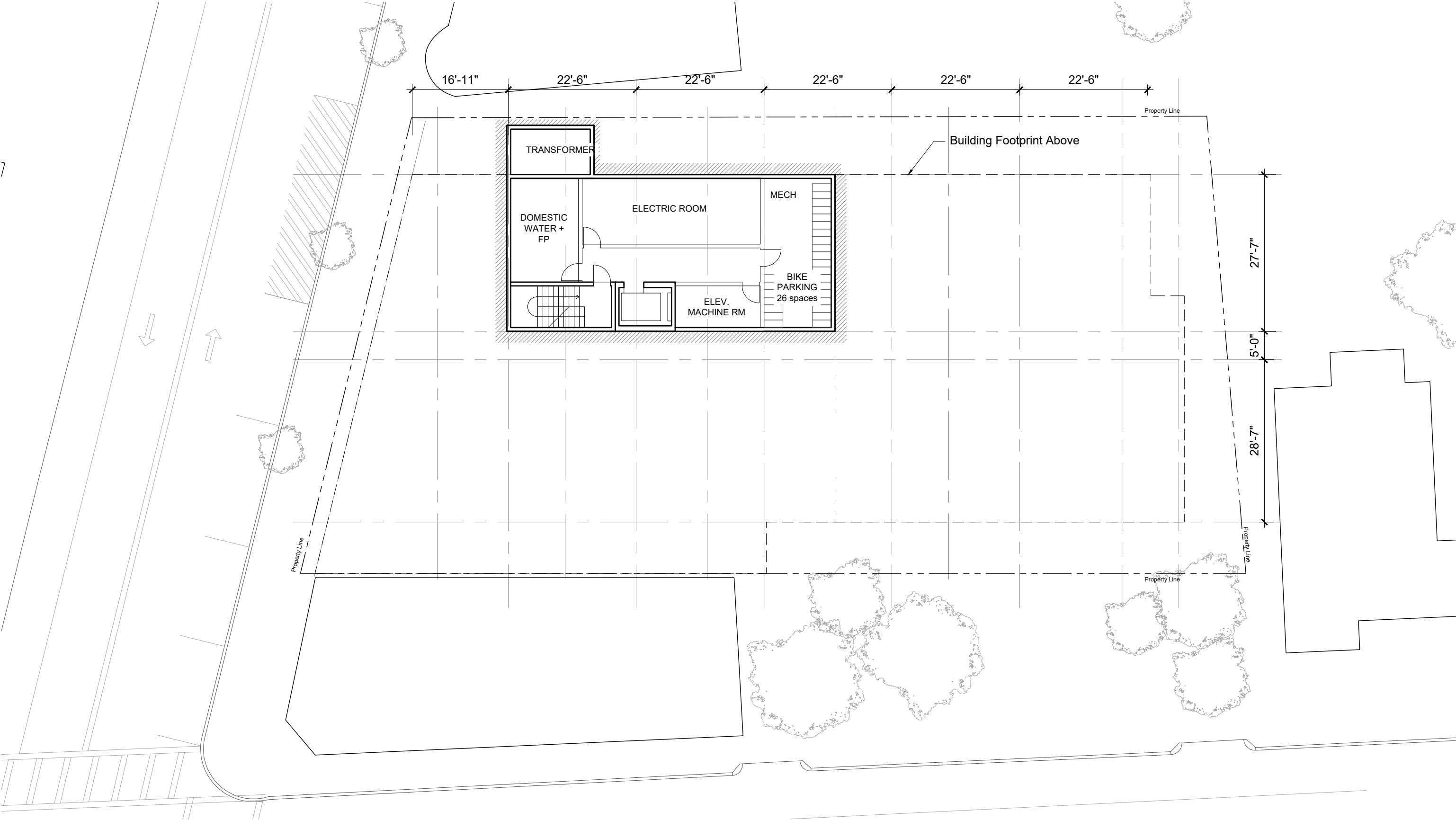
Glen road looking toward Washington St











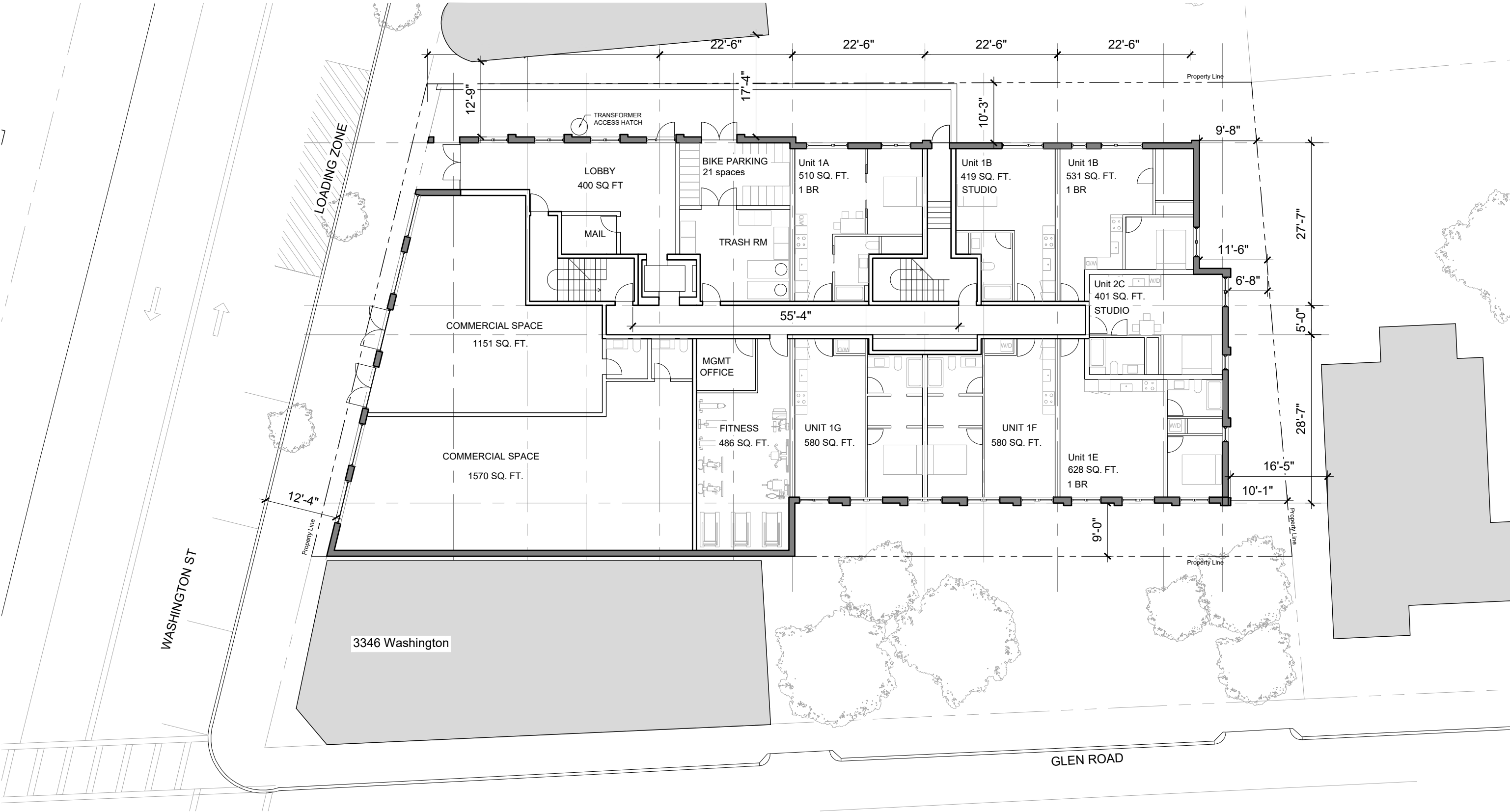
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BASEMENT PLAN

Article 80 SPRA



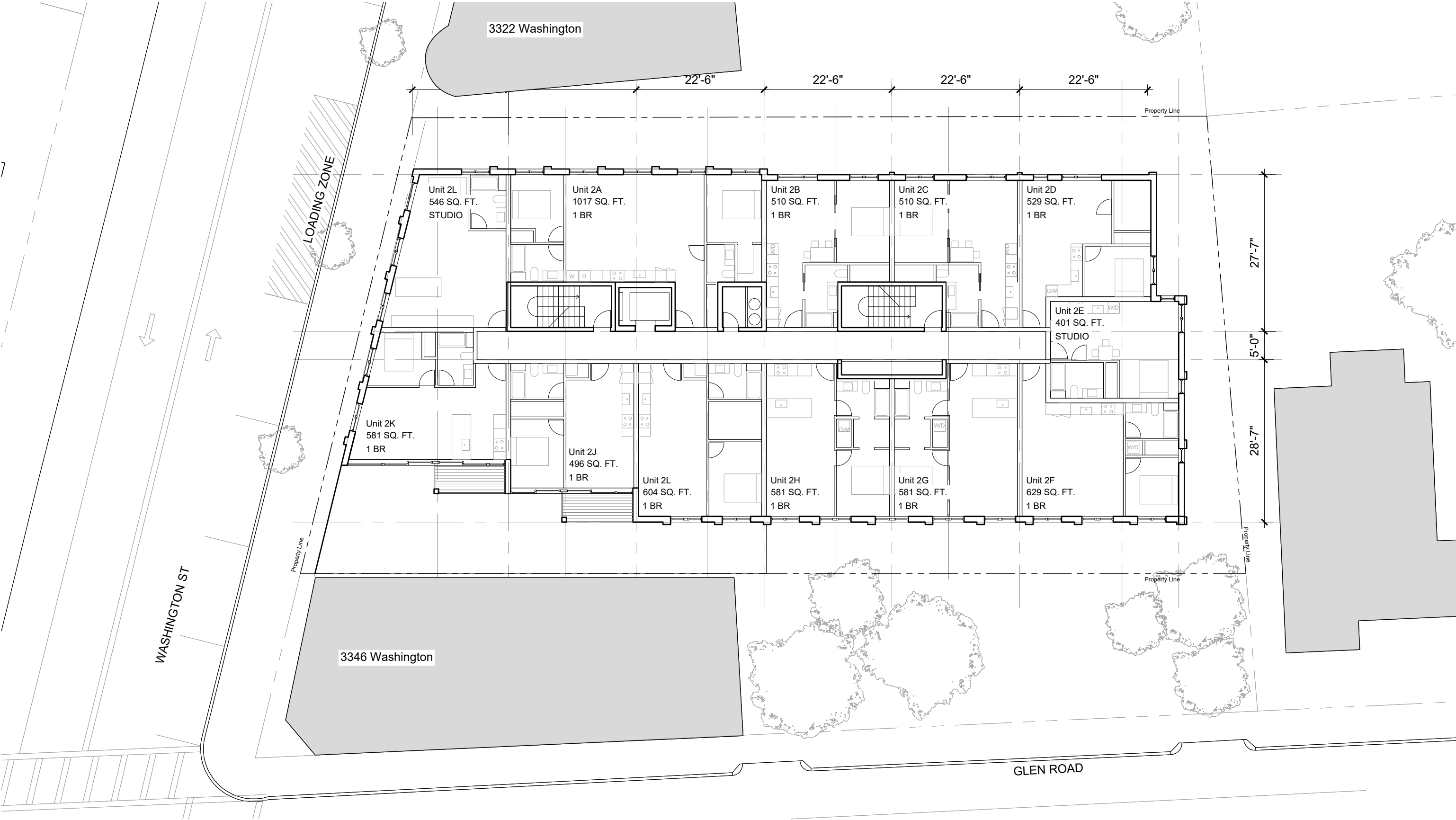
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GROUND FLOOR PLAN

Article 80 SPRA



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LEVEL 2 PLAN

Article 80 SPRA



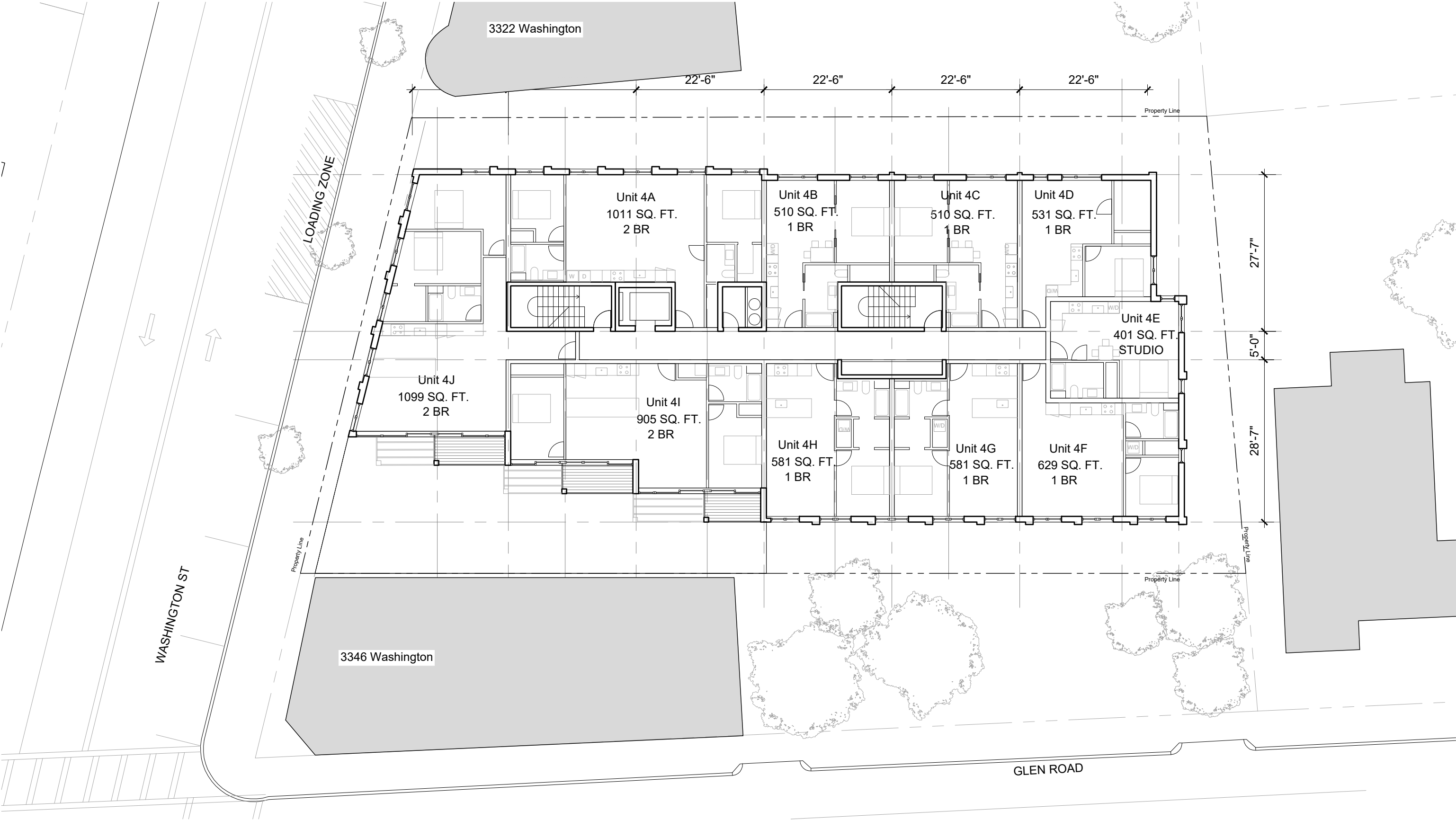
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LEVEL 3 PLAN

Article 80 SPRA



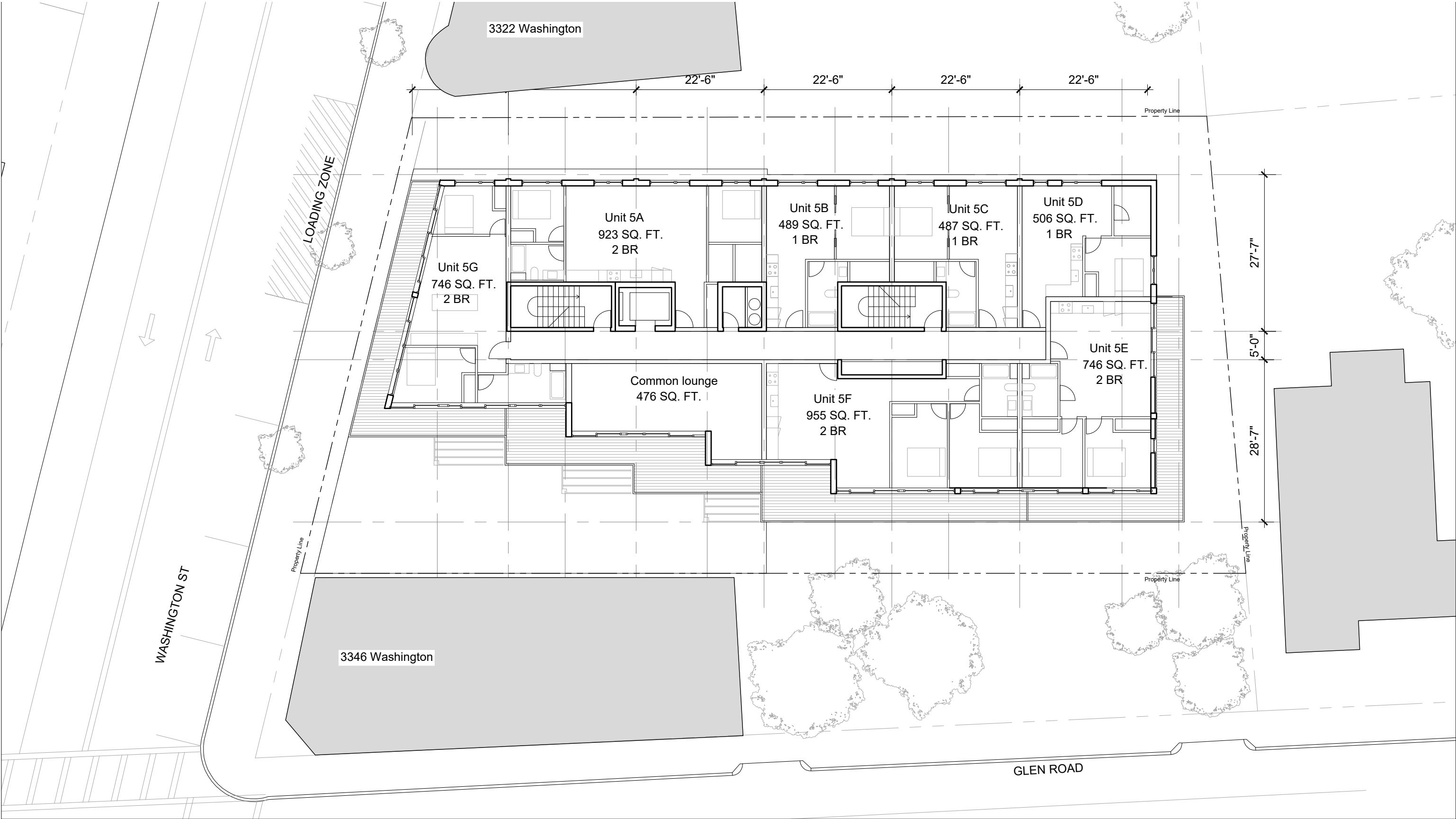
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LEVEL 4 PLAN

Article 80 SPRA



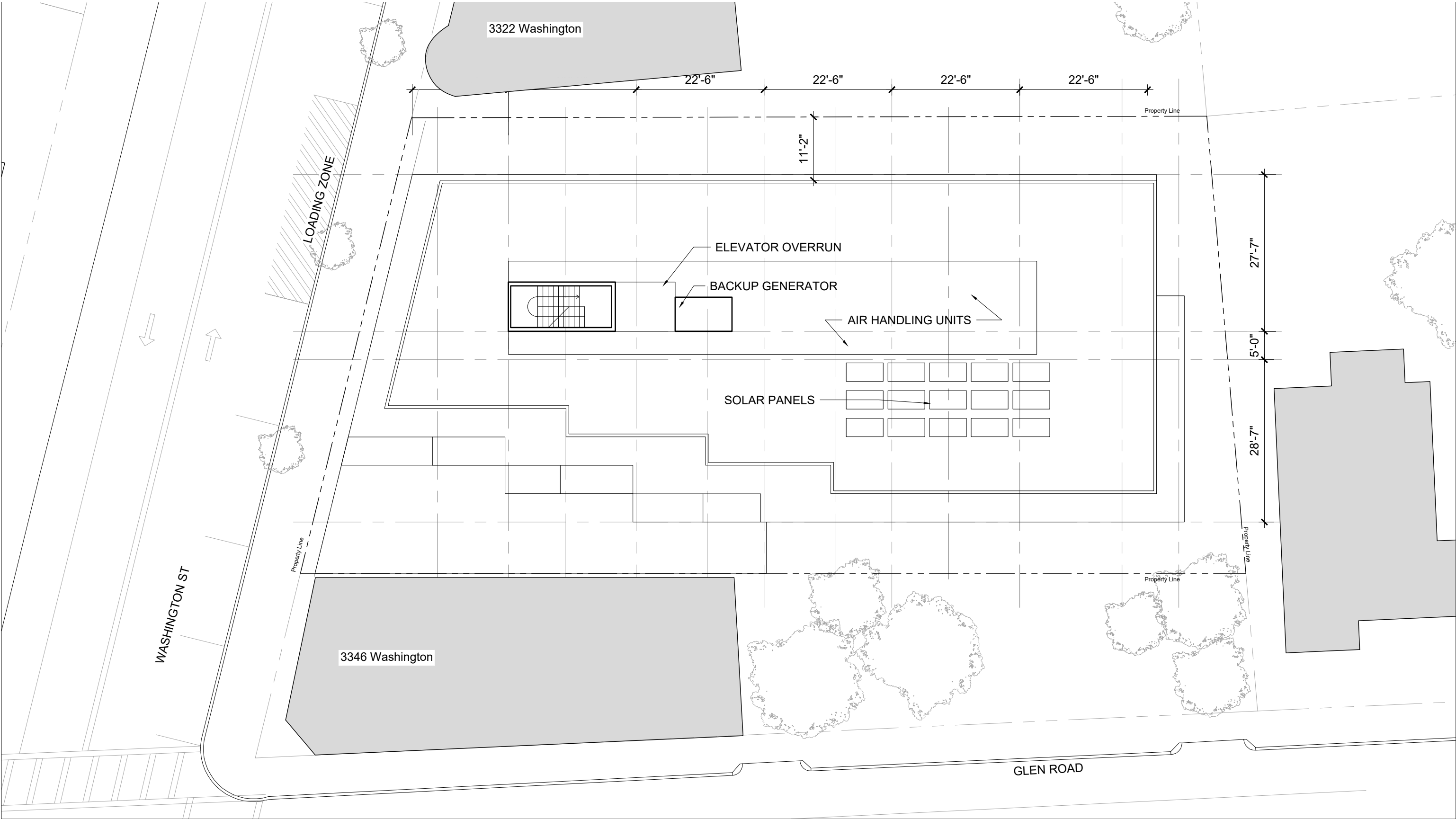
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LEVEL 5 PLAN

Article 80 SPRA



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ROOF PLAN

Article 80 SPRA



3326 WASHINGTON

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WEST ELEVATION

Article 80 SPRA



3326 WASHINGTON

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SOUTH ELEVATION

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NORTH ELEVATION

Article 80 SPRA



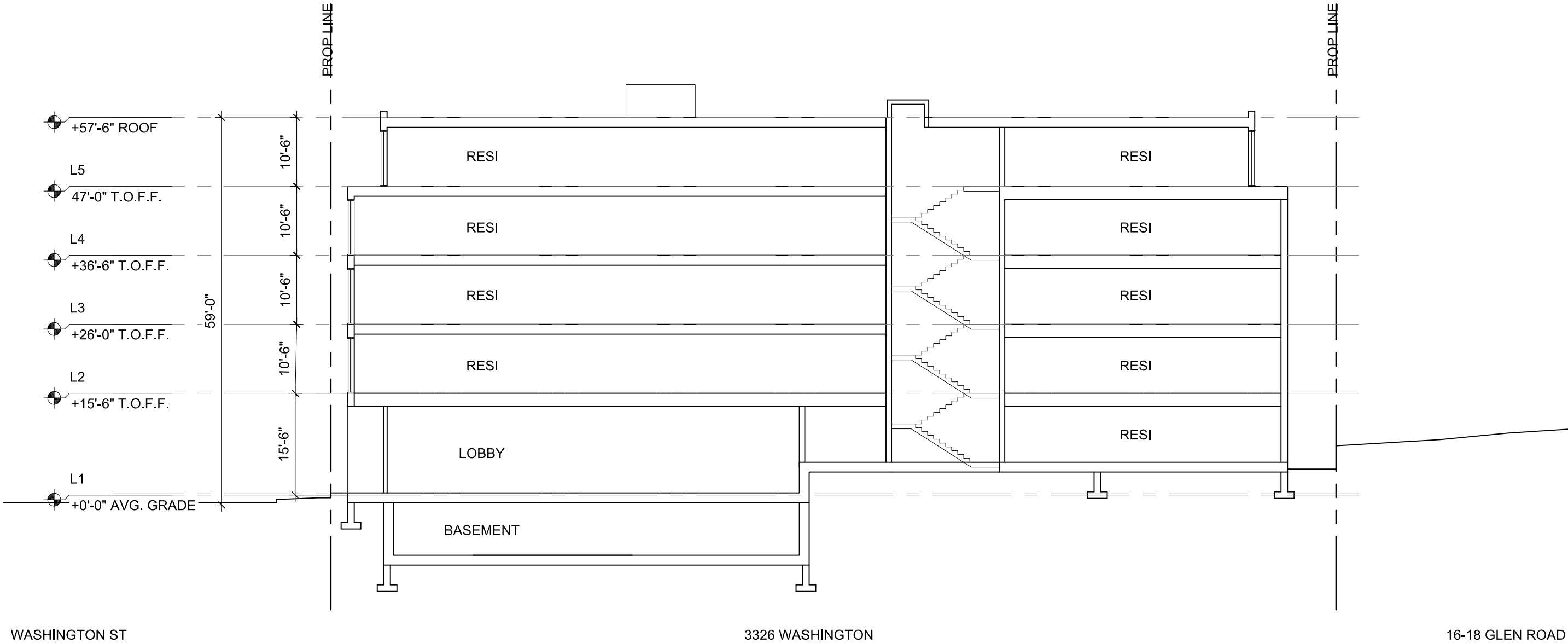
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EAST ELEVATION

Article 80 SPRA



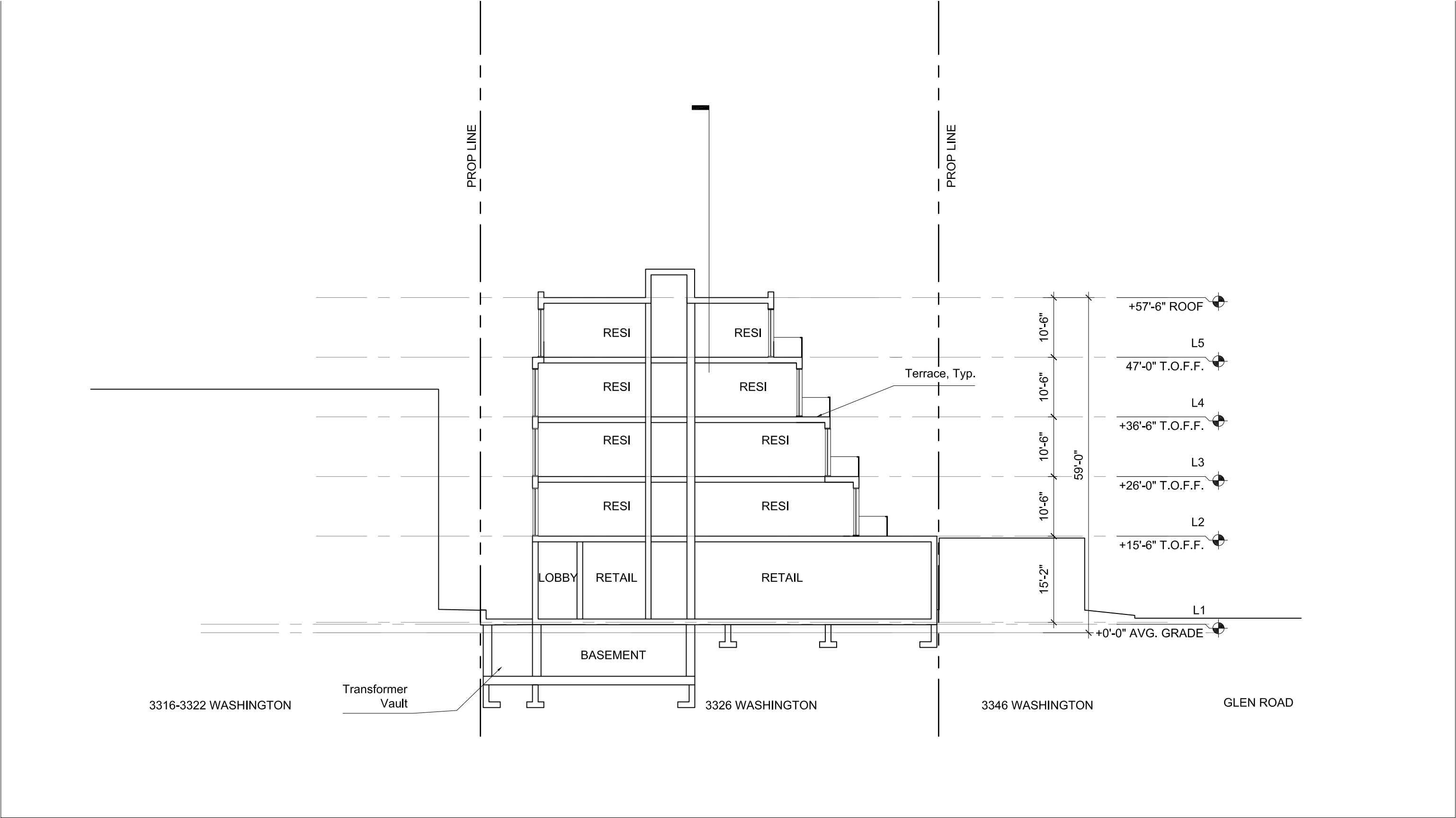
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LONGITUDINAL SECTION

Article 80 SPRA



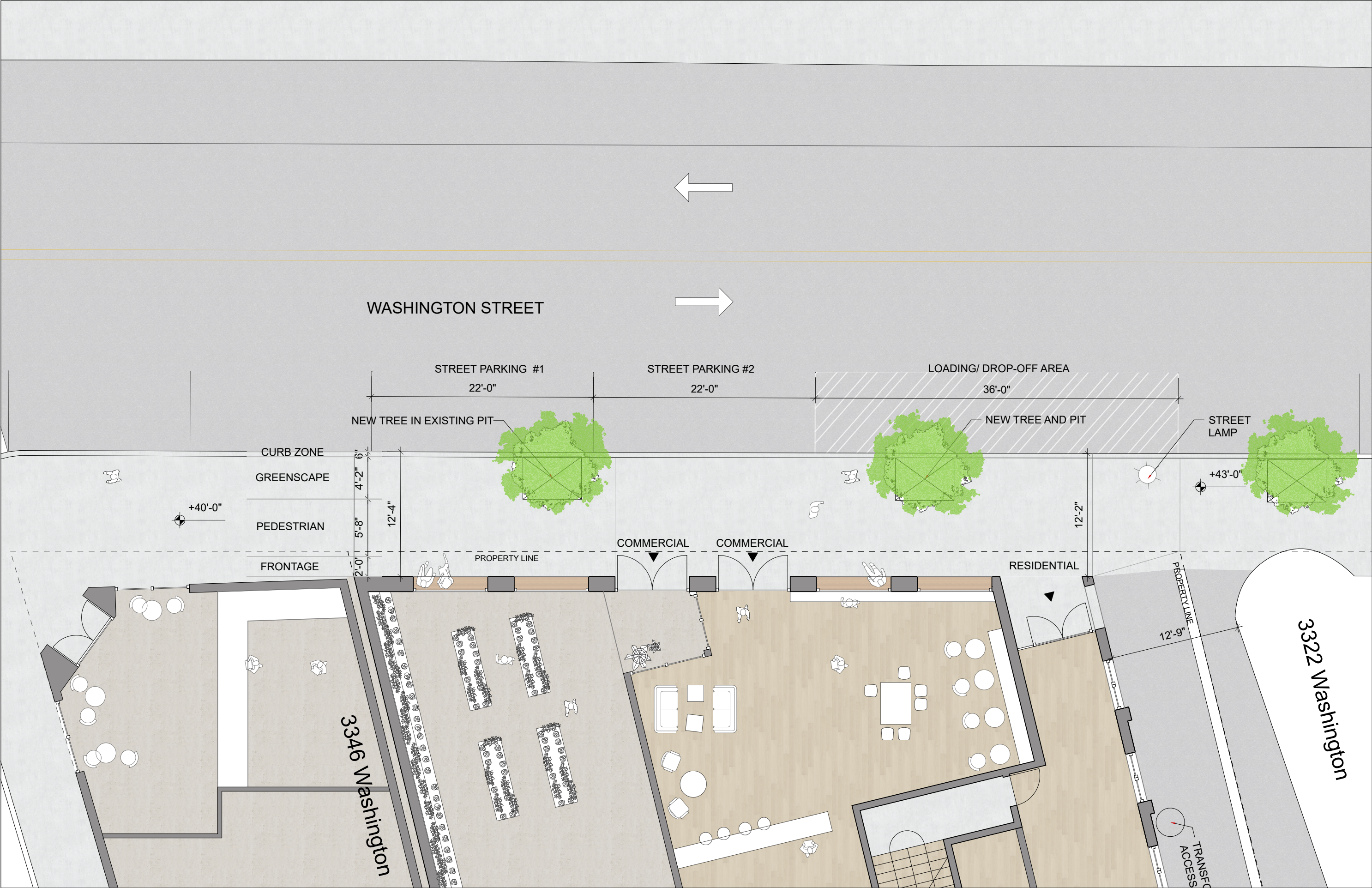
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LONGITUDINAL SECTION

Article 80 SPRA



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 works to reduce architectural barriers that impact accessibility in Boston's built environment. This Checklist is intended to ensure that accessibility is planned at the beginning of projects, rather than after a design is completed. It aims to ensure that projects not only meet minimum MAAB/ADA requirements, but that they create a built environment which provides equitable experiences for all people, regardless of age or ability.

All BPDA Small or Large Project Review, including Institutional Master Plan modifications, must complete this Checklist to provide specific detail and data on accessibility. An updated Checklist is required if any project plans change significantly.

For more information on compliance requirements, best practices, and creating ideal designs for accessibility throughout Boston's built environment, proponents are strongly encouraged to meet with Disability Commission staff prior to filing.

Accessibility Analysis Information Sources:

1. Age-Friendly Design Guidelines - Design features that allow residents to Age in Place
<https://www.enterprisecommunity.org/download?fid=6623&nid=3496>
2. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
3. 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>
4. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
5. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
6. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
7. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
8. City of Boston – Mayor's Commission for Persons with Disabilities
<http://www.boston.gov/disability>
9. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
10. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf
11. International Symbol of Accessibility (ISA)
<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/guidance-on-the-isa>
12. LEED – Pilot Credits for Social Equity and Inclusion
<https://www.usgbc.org/articles/social-equity-pilot-credits-added-leed-nd-and-leed-om>

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional requirements set forth by MAAB 521 CMR: Section 8.4
3. **Age-Friendly** – Implementing structures, settings and policies that allow people to age with dignity and respect in their homes and communities
4. **Housing – Group 1 Units** – Residential Units that contain features which can be modified without structural change to meet the specific functional needs of an occupant with a disability, per MAAB 521 CMR: Section 9.3
5. **Housing – 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
6. **Ideal Design for Accessibility** – Design which meets, as well as exceeds, compliance with AAB/ADA building code requirements
7. **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>
8. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way in Boston. For more information visit: <https://www.boston.gov/pic>
9. **Social Equity LEED Credit** – Pilot LEED credit for projects that engage neighborhood residents and provide community benefits, particularly for persons with disabilities
10. **Visitability** – A structure that is designed intentionally with no architectural barriers in its common spaces (entrances, doors openings, hallways, bathrooms), thereby allowing persons with disabilities who have functional limitations to visit

Today's Date: Oct 21, 2019 <u>DRAFT</u>		Your Name and Title: Jenny Shen Project Manager	
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:	3326 Washington St		
Project Address(es):	3326 Washington St		
Total Number of Phases/Buildings:	1		
Primary Contact: (Name / Title / Company / Email / Phone):	Jenny Shen Project Manager Primary Development (fee developer on project) jshen@primary.us 617-863-2248		
Owner / Developer:	Owner: Washington Alfa LLC Developer: Primary Development		
Architect:	Spalding Tougias Architects		
Civil Engineer:	DECELLE-BURKE-SALA & ASSOCIATES		
Landscape Architect:	n/a		
Code Consultant:	C3		
Accessibility Consultant (If you have one):	n/a		
What stage is the project on the date this checklist is being filled out?	<input checked="" type="checkbox"/> SPRA / PNF / Expanded PNF Submitted	<input type="checkbox"/> Draft / Final Project Impact Report Submitted	<input type="checkbox"/> BPDA Board Approved or other: _____
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project? See below:			
Site Area:	12344 SF	Building Area:	APPX. 40500 GSF
First Floor Elevation:		Any below-grade space	<input checked="" type="checkbox"/> Yes / No (mechanical only)
What is the construction classification?	<input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Renovation	<input type="checkbox"/> Addition <input type="checkbox"/> Change of Use
Do you anticipate filing any variances with the MAAB (Massachusetts Architectural Access Board) due to non-compliance with 521 CMR?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
If yes, is the reason for your MAAB variance: (1) technical infeasibility, OR (2) excessive and unreasonable cost without substantial benefit for persons with disabilities? Have you met with an accessibility consultant or	(1) OR (2)		

Disability Commission to try to achieve compliance rather than applying for a variance? Explain:				
What are principal building uses? (using IBC definitions, select all appropriate that apply):	Residential – One - Three Unit	xResidential - Multi-unit, Four+	Institutional	Educational
	xBusiness	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other	Other:	
List street-level uses of the building:	<i>Retail/ Commercial, Residential</i>			
3. Accessibility of Existing Infrastructure: <i>This section explores the proximity to accessible transit lines and institutions. Identify how the area surrounding the development is accessible for people with mobility impairments, and analyze the existing condition of the accessible routes to these sites through sidewalk and pedestrian ramp reports.</i>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The site is located along Washington street, near the Green St intersection. Washington is a two-way street and has street parking on both sides. The sidewalks are approximately 12' wide from curb to street wall. There is about 2'-6" elevation change along the length of the site facing the street (82'-4").			
List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops:	Bus: #42, Washington St @ Green St (across the street) MBTA: Orange Line, Green St Station (4 min walk from site)			
List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled housing, educational facilities, others:	Institutions in the Green/Washington, Stony Brook, Egleston Square, and Forest Hills areas: <u>Hospitals:</u> Brookside Community Health Center Southern Jamaica Plain Health Center Lemuel Shattuck Hospital Brigham and Women's Faulkner Hospital <u>Public, elderly, or disabled housing (Not comprehensive)</u> 3316-3322 Washington St (Urban Edge) 15 Rose St 90 South St (Farnsworth House) 125 South St 125 Amory St (JPNDC) 29 Pond St 560-566 Centre St Pine St Inn JPNDC			

	<u>Educational Facilities:</u> Community Academy English High School Meridian Academy Stony Brook School Greater Egleston Community High School
List surrounding government buildings and their proximity: libraries, community centers, recreational facilities, and related facilities:	Boston E-13 Police District (<.1 m away) Boston Public Library, JP Branch (.8 m away) Boston Public Library, Egleston Square Branch (.8 m away) YMCA, Egleston Square (.4 m away) Curtis Hall Community Center (.8 m away)
4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i>	
Is the development site within a formally recognized historic district? <i>If yes</i> , which one?	YES <u>X NO</u>
Are there existing sidewalks and pedestrian ramps at the development site? <i>If yes</i> , list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical condition:	<u>XYES</u> NO Sidewalk: 3% slope, concrete, 12' wide, average condition No dedicated pedestrian ramps
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 warnings, cast in concrete)? <i>If yes</i> , provide description and photos. If <i>no</i> , explain plans for compliance:	YES <u>X NO</u> Existing curb cut to be eliminated. Sidewalks will be rebuilt to code compliance.
5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the sidewalks and pedestrian ramps around the development site.</i> <i>Ideal sidewalk width contributes to lively pedestrian activity, allowing people to walk side by side and pass each other comfortably walking alone, in pairs, or using a wheelchair or walker.</i>	
Are the proposed sidewalks consistent with Boston Complete Streets? <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. Explain:	<u>X YES</u> NO Neighborhood connector. Sidewalk dimensions fall within required ranges for each portion (frontage, pedestrian, greenscape, curb).

What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed zone: Frontage, Pedestrian and Furnishing Zone:	Frontage: 2'-0" Pedestrian: 12'-4" Furnishing: 4'-2" Sidewalk does not slope within the various zones, but along the length of the façade. All slopes are 1:12 or less.
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?	Frontage: concrete to match sidewalk. On private property Pedestrian: concrete sidewalk Furnishing: n/a
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?	<div>YES <input checked="" type="checkbox"/> NO</div>
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	<div>YES <input checked="" type="checkbox"/> NO</div>
Will any portion of this project be going through the Public Improvement Commission (PIC)? <i>If yes</i> , identify PIC actions and provide details:	<div><input checked="" type="checkbox"/> YES NO</div> <p>Proposed Street trees and sidewalk widening. Curbside loading/unloading/rideshare zone.</p>
6. Building Entrances, Vertical Connections, Accessible Routes, and Common Areas: <i>The primary objective in ideal accessible design is to build smooth, level, continuous routes and vertical connections that are integrated with standard routes, not relocated to alternate areas. This creates universal access to all entrances and spaces, and creates equity for persons of all ages and abilities by allowing for “aging in place” and “visitability” (visiting neighbors).</i>	
Are all of the building entrances accessible? Describe the accessibility of each building entrance: flush condition, stairs, ramp, lift, elevator, or other. If all of the building entrances are not accessible , explain:	<div><input checked="" type="checkbox"/> YES NO</div>
Are all building entrances well-marked with signage, lighting, and protection from weather?	<div><input checked="" type="checkbox"/> YES NO</div>

Are all vertical connections located within the site (interior and exterior) integrated and accessible? Describe each vertical connection (interior and exterior): stairs, ramp, lift, elevator, or other. If all the vertical connections are not integrated and accessible , explain:	<p>X YES NO</p> <p>Two egress stairs.</p> <p>One elevator</p>
Are all common spaces in the development located on an accessible route? Describe:	<p>X YES NO</p> <p>All common spaces above L1 are accessible by elevator</p>
Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):	<p>X YES NO</p>
What built-in features are provided in common public spaces? (Examples: built-in furnishings such as tables, seating; countertop heights, outdoor grills and benches). Are these accessible? Do benches and seats have armrests? Describe:	All common areas will be designed to meet accessibility standards. We do not have plans for built in furniture.
If this project is subject to Large Project Review/Institutional Master Plan , describe the accessible routes way-finding / signage package:	Not applicable
7. Accessible Housing Units (If applicable) – Residential Group 1, Group 2, and Hospitality Guestrooms <i>In order to create accessible housing and hospitality rooms, this section addresses the number of accessible units that are proposed for barrier-free housing and hotel rooms in this development.</i>	
What is the total number of proposed housing units or hotel rooms for this development?	Appx. 47
If a residential development , how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	<p>All units will be for rent.</p> <p>36 Market Rate</p> <p>11 Affordable</p>
If a residential development , will all units be constructed as MAAB Group 1* units, which have blocking and other built-in infrastructure that makes them adaptable for access modifications in the future? (*this is required in all new construction):	<p>X YES NO</p>

If a residential development , how many fully built-out ADA (MAAB Group 2) units will there be? (requirement is 5%):	2
If a residential development , how many units will be built-out as ADA/MAAB sensory units? (requirement is 2%):	1
If a residential development , how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? If none , explain:	Will be discussed with BPDA. 1 proposed
If a hospitality development , how many of the accessible units will feature a wheel-in shower? Will accessibility features and equipment be built in or provided (built-in bench, tub seat, etc.)? If yes , provide details and location of equipment:	n/a
Do the proposed housing and hotel units that are standard, non-ADA units (MAAB Group 2) have any architectural barriers that would prevent entry or use of the space by persons with mobility impairments? (Example: stairs or thresholds within units, step up to balcony, etc.). If yes , explain:	YES X NO
8. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirements and the Massachusetts Office of Disability Disabled Parking Regulations.</i>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage? Will they be mechanically stacked? Explain:	0
How many of these parking spaces will be designated as Accessible Parking Spaces? How many will be "Van Accessible" spaces with an 8 foot access aisle? Describe:	n/a
Will visitor parking be provided? If yes , where will the accessible visitor parking be located?	YES X NO

Has a drop-off area been identified? If yes , where is it located, and is it wheelchair accessible?	X YES NO Designated drop off area on street, in front of site
9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes to providing an overall development that allows full and equal participation of persons with disabilities and older adults.</i>	
Has the proponent looked into either of the two new LEED Credit Pilots for (1) Inclusion, or (2) Social Equity – with a proposal that could increase inclusion of persons with disabilities? If yes , describe:	X YES NO Building designed to maximize units with access to outdoor space on the terraces.
These new LEED Pilot Credits may be awarded for filling out this checklist and evaluating ways to add features to your design that will increase equity for persons with disabilities. Have you looked at this list to assess the feasibility of adding any of these features?	X YES NO
Is this project providing funding or improvements to the surrounding neighborhood or to adjacent MBTA Station infrastructure? (Examples: adding street trees, building or refurbishing parks, adding an additional MBTA elevator or funding other accessibility improvements or other community initiatives)? If yes , describe:	X YES NO Will incorporate additional street trees in sidewalk in front of property.
Will any public transportation infrastructure be affected by this development, during and/or post-construction (Examples: are any bus stops being removed or relocated)? If yes , has the proponent coordinated with the MBTA for mitigation? Explain:	YES X NO
During construction, will any on-street accessible parking spaces be impacted (during and/or post-construction)? If yes , what is the plan for relocating the spaces?	X YES NO Existing street parking spaces may be temporarily blocked during construction period. The Proponent does not contemplate whether the existing on-street spaces are accessible. Upon construction completion street spaces will be made available.
Has the proponent reviewed these plans with the City of Boston Disability Commission Architectural Access staff? If no , will you be setting up a meeting before filing?	YES X NO Will coordinate a meeting before submitting turndown set to ZBA.

10. Attachments <i>Include a list of all documents you are submitting with this Checklist – drawings, diagrams, photos, or any other materials that describe the accessible and inclusive elements of this project.</i>
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. N/A
Provide a diagram of the accessible route connections through the site, including distances.
Provide a diagram the accessible route to any roof decks or outdoor space (if applicable).
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. <ul style="list-style-type: none">• Building Plans with documentation•••

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 ensure that all buildings, sidewalks, parks, and open spaces are welcoming and usable to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or contact our Architectural Access staff at:

ADA@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov |
617-635-3682 (phone) | 617-635-2726 (fax) | 617-635-2541 (tty)

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

Updated: October, 2019

