ALEXANDRA HOTEL

1767-1769 WASHINGTON STREET BOSTON, MA

APPLICATION TO THE BOSTON PLANNING DEPARTMENT Pursuant to Article 80E of the Boston Zoning Code

Submitted by THE ALEXANDRA PARTNERS LLC



TABLE OF CONTENTS

- I. PROJECT TEAM
- II. PROJECT DESCRIPTION
 - 1. Project Summary
 - 2. Site and Surroundings
 - 3. Urban Design
 - 4. Building Design, Massing and Materials
 - 5. Traffic, Parking and Access
 - 6. Environmental Benefits
 - 7. Community Benefits
 - 8. Anticipated Permits and Approvals
 - 9. Zoning Summary Chart

III. URBAN DESIGN SUBMISSION

- 1. Context Map
- 2. Transit Context
- 3. Site Aerial
- 4. Site Perspectives
- 5. Existing Conditions Photos
- 6. Existing Conditions Photos
- 7. Existing Conditions Photos
- 8. Massing Strategies
- 9. Neighborhood Context Rendering
- 10. Existing Site Plan
- 11. Proposed Site Plan
- 12. Drop-off and Loading
- 13. Enlarged Bike Room
- 14. Enlarged Visitor Bike Spaces
- 15. Proposed Blue Bike Location
- 16. Proposed Floor Plans
- 17. Proposed Floor Plans
- 18. View from Corner of Washington St and Mass Ave
- 19. View at Hotel and Restaurant Entry
- 20. South (Washington Street) Elevation
- 21. East (Massachusetts Avenue) Elevation
- 22. North Elevation
- 23. West Elevation
- 24. Elevation Materiality
- 25. Article 25A Flood Resiliency

IV. ACCESSIBILITY CHECKLIST

- 1. Accessibility Diagram
- 2. Accessibility Checklist

PROJECT TEAM

Owner and Developer:

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Civil Engineering:

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Restoration Consultant:

Building Conservation Associates Inc. Lisa Harrington 10 Langley Road, Suite #202 Newton Centre, MA 02458 617-916-5661

1. PROJECT SUMMARY

The Alexandra Partners LLC plans to redevelop an 8,025-square-foot site at the intersection of Washington Street and Massachusetts Avenue in Boston's South End. The project consists of two parcels, one of which is a vacant lot at 1769 Washington Street. The other parcel at 1767 Washington and 631 Massachusetts Avenue is the location of the historic Hotel Alexandra which was built in 1875. The redevelopment will create a 68-room hotel spanning 39,300 square feet, incorporating the existing 27,200-square-foot structure with a 12,100-square-foot Addition.

The property falls within the Roxbury Zoning District and several overlay districts, including Coastal Flood Resiliency, Ground Water Conservation, and South End Landmarks. Due to years of neglect, the building has suffered severe water and fire damage, risking permanent loss. The proposal aims to restore and preserve the hotel's façade and select interior elements meeting the Secretary of the Interior's Standards for Rehabilitation.

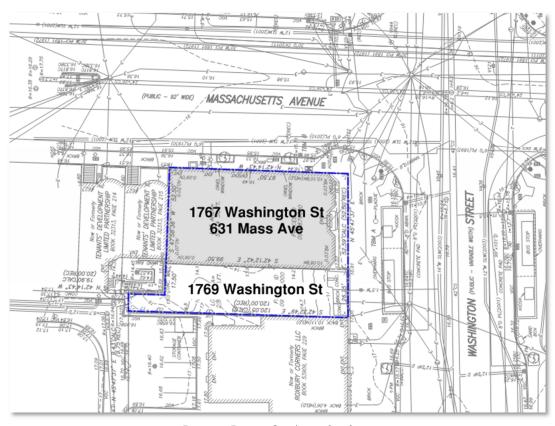


Figure 1. Existing Conditions Site Survey

2. SITE AND SURROUNDINGS

The project site, approximately 8,025 square feet, is located at the southwestern corner of Washington Street and Massachusetts Avenue. It consists of two parcels:

- 1769 Washington Street A vacant lot that previously housed the Ivory Bean house, a brick row house.
- 1767 Washington Street / 631 Massachusetts Avenue A five-story, stone-clad, historic building known as the Hotel Alexandra.

A small portion of the site at the rear borders Comet Place, a public alley serving nearby residential buildings. The site is within the South End Landmarks District and at the eastern edge of the Roxbury Neighborhood District. The surrounding area primarily consists of low to mid-rise residential buildings with ground-floor commercial spaces along Washington Street and Massachusetts Avenue.

The redevelopment includes the hotel lobby and café on the ground floor which aligns with adjacent retail storefronts to create a more cohesive street-level appearance. Additionally, the new construction on 1769 Washington Street will match the height of the Hotel Alexandra, maintaining architectural consistency with the neighborhood. The ground floor of 1767 Washington will be constructed as a warm box for future restaurant or retail use.

The site is well-connected to public transportation, with an MBTA bus stop directly in front of the property that serves the Silver Line and multiple bus routes. It is also within walking distance of the MBTA Orange Line Massachusetts Avenue station.

3. URBAN DESIGN

The new hotel will enhance the South End's residential character by introducing a complementary use to this vibrant neighborhood. The project involves restoring the historic Hotel Alexandra while constructing a new building on the adjacent vacant lot where the lvory Bean house once stood. The new structure will be similar in size and scale to a traditional brownstone, maintaining the architectural continuity of the area.

This infill development provides several key benefits:

- ADA Accessibility The new building allows accessible entry to the Hotel Alexandra, which currently has an elevated ground level.
- Facade Alignment The new structure aligns with neighboring buildings, creating a cohesive streetscape.
- Seamless Café/Hotel Entry The slight projection of the café and hotel entrance provides a smooth transition to the hotel's lobby and café area, activating the pedestrian experience.
- Visual Integration Above the café, the building steps back to match the height and floor alignment of both the
 original Hotel Alexandra.
- Loading and service access will be located at the rear of the building via Comet Place, a public alleyway. These logistics have been previously reviewed and approved in coordination with both City staff and neighboring property owners. The existing MBTA bus stop at the site will remain, with additional public transit improvements addressed in the Community Benefits section below.

4. BUILDING DESIGN, MASSING AND MATERIALS

The Addition's massing is designed to respond to the site's context, accommodate its functional needs, and visually connect the new infill structure with the historic Hotel Alexandra while allowing the hotel to remain the focal point. The design ensures that the new construction matches the scale, façade alignment, and ground-floor retail of the neighboring properties while complementing the Hotel Alexandra.

Key Design Elements:

- Preserving the Hotel Alexandra's Prominence The new structure is designed to enhance rather than
 overshadow the historic hotel.
- **Historic Window Replication** The Hotel Alexandra will feature historically accurate aluminum-clad, two-over-two double-hung windows, approved by historic consultants. The new building will use a complementary window wall system to differentiate yet harmonize with the hotel.
- ADA Accessibility The new building will house the new elevator, ensuring full accessibility across all floors.
- Seamless Interior Flow The interior layout integrates both structures, avoiding stark distinctions between old
 and new. This project will be restoring its original main stair which is made of marble and lined with wood
 paneling.
- **Preserving the Existing Lightwell** This historic feature will be restored to allow natural light into guest rooms to the rear of the building, just as it did over a century ago.

Ground-Level Enhancements:

- Sidewalk Activation Limited outdoor seating and landscaping will serve the hotel's future restaurant and the new café, contributing to a lively pedestrian experience.
- Wide Sidewalk Utilization The approximately 31 feet wide sidewalk in front of the building on Washington street will be enhanced with seating, pot plants, and pedestrian activation.

Material & Façade Treatment:

- New Building Materials The Addition will consist of a mix of glazing and bronze anodized aluminum panels. Fiber cement panels are limited to party walls and rear loading areas.
- Color & Contrast The new façade will have a slightly darker tone than the Hotel Alexandra, ensuring a complementary yet distinctive appearance and keeping the historic hotel as the focal point.
- Hotel Alexandra Restoration Treatment The historic façade will be preserved and restored including repair
 and cleaning of the colored sandstone facades, the metal-clad oriel windows on Mass Ave., and historically
 accurate windows and storefronts. In addition, the restoration scope include replicating the damaged pediment
 and missing wrought-iron cresting and finials on the roof.

Overall, the design carefully balances historic preservation and modern functionality, ensuring the Hotel Alexandra remains the architectural centerpiece while integrating new construction in a respectful and cohesive manner.

5. TRAFFIC, PARKING AND ACCESS

The project takes advantage of its high walkability and excellent access to public transit by providing no on-site parking. A comprehensive transportation study was previously conducted in accordance with Boston Transportation Department (BTD) guidelines for the Article 80 Large Project Review when the project was larger in scope. This study assessed:

- Current and future traffic conditions (with and without the project)
- Projected parking demand
- Loading operations
- Public transit services
- Pedestrian activity

The study concluded that the project would not significantly impact the neighborhood or surrounding transportation infrastructure.

The current proposed scope is much reduced in scale. The proponent remains committed to improving transportation options, including:

- A dedicated bike parking for visitors and secured bike rooms and showers and lockers for employees
- An on-site Bluebike station to encourage cycling as a transit alternative.
- Curb improvements to support a safer bike path on Massachusetts Avenue.
- The main entrance will be located in the Addition on Washington Street.
- All entrances and facilities will fully comply with ADA guidelines, ensuring accessibility for all guests and visitors.
- The hotel Drop-Off zone will be located adjacent to the existing bus stop directly in front of the building on Washington Street.
- Loading and service entry is located at the rear on Comet Place.

By prioritizing public transit, cycling infrastructure, and pedestrian-friendly design, the project aligns with sustainable urban mobility goals while minimizing traffic and parking impacts on the surrounding neighborhood.

6. ENVIRONMENTAL BENEFITS

The project primarily involves the historical restoration and reuse of an existing structure, which provides significant environmental benefits by reducing the need for new materials and reduce construction material send to landfill. Repurposing existing structures minimizes greenhouse gas emissions associated with manufacturing, furnishing, and installing new materials, or embodied carbon. By prioritizing restoration, energy-efficient systems, and a car-free design, the project aligns with sustainability goals while preserving the historic character of the Hotel Alexandra. Sustainable strategies include:

- Energy Efficient HVAC System: Each hotel room will have an individual heat pump, while common areas will be supplied with fresh air via conditioned ERV (Energy Recovery Ventilation) units for improved energy efficiency.
- Renewable Energy Readiness: The roof and electrical system are designed to support the future installation of solar panels (PV system).
- No or low VOC interior finishes for improved indoor air quality.
- New windows with insulated glass unit for occupant comfort.
- The project includes no parking, which discourages car dependency, while promoting walking, public transport, and biking.

7. COMMUNITY BENEFITS

The proposed project will provide many benefits to the surrounding neighborhood and to the City of Boston, they include:

- Restoration and activation of a landmark historic structure that has been in decline due to decades of nealect.
- The existing Alexandra Hotel building has been vacant for nearly 50 years. The lack of activation at the corner of Washington Street and Massachusetts Avenue has contributed to blight and resulted in several business closures in the area. The redevelopment of the Alexandra Hotel will catalyze and revitalize this prominent intersection and area – originally know as the "Gateway to Boston."
- Infill of vacant land where a prior building existed. This will help provide continuity and activation of ground floor retail driving new foot traffic.
- Upon issuance of the Certificate of Occupancy, the Proponent will make a one-time "bikeshare" contribution of \$75,000.00 to Boston Transportation Department ("BTD") per the City's Bike Parking Guidelines as well as provide space for one (1) nineteen (19) dock bike share station on-site.
- The project will comply with the Boston Transportation Department Transportation Demand Management Points System.
 The selected strategies will be specified in the Transportation Access Plan Agreement (TAPA). The minimum expected requirement is to include subsidized MBTA transit passes for employees.
- The proponent will design and implement improvements to Comet Place from the project site to Northampton Street. These improvements will include resurfacing, and improvements to pedestrian accessibility. Additionally, safety and accessibility improvements will be designed and implemented at the entrance at Northampton Street and exit at Shawmut Avenue and will include formally designating the street as a one-way. Design details and scope will continue to be defined through the PIC and Site Plan review process.
- The proponent will design and implement a concrete curb protected bike path on Massachusetts Avenue from immediately north of the project site to the Washington Street intersection. Design details will continue to be defined through the PIC process.
- Creation of many construction period jobs.
- Generation of additional annual revenue to the City in the form of new real property tax payments upon completion.
- The project provides 68 net new hotel rooms in an area with limited selection for overnight options. This will help further support the surrounding business.

8. ANTICIPATED PERMITS & APPROVALS

Agency	Permit or Action
Boston Planning Department	Small Project Review Application Article 25A Coastal Flood Resilience Overlay
South End Landmark District Commission	Design Review Approval
Board of Appeals	Zoning approval was previously received. Board of Final Arbiter for reduced project scope.
Boston Water & Sewer Commission	Local sewer, water and fire protection tie-in Site Plan Review GCOD
Boston Inspectional Services Department	Building Permit Construction Management Plan Certification of Occupancy
Public Improvement Commission	Specific Repairs to Public Realm (listed in Community Benefits section above)

9. ZONING SUMMARY CHART

Zoning District: Roxbury Neighborhood Article 50
Zoning Subdistrict: MFR/LS multifamily residential

Zoning Relief: BOA 1287036 granted all required relief for previously approved project

Board Final Arbiter: BOA approved prior approved hotel use at hearing on 9/24/24

Zoning Relief Approved and Validly Existing

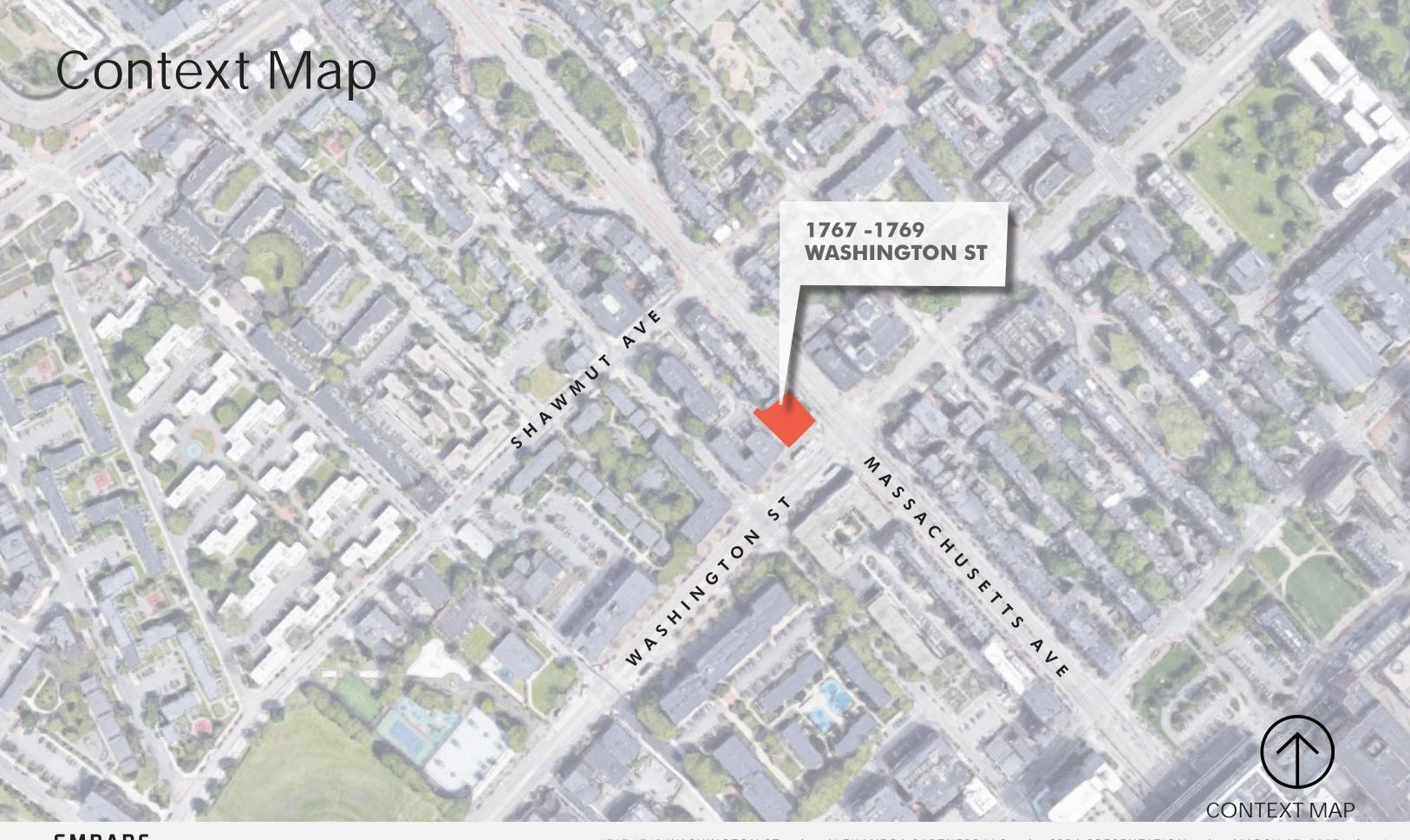
USES:

Article 50-28	Hotel and accessory services	Conditional
Article 50-28	Restaurant	Conditional

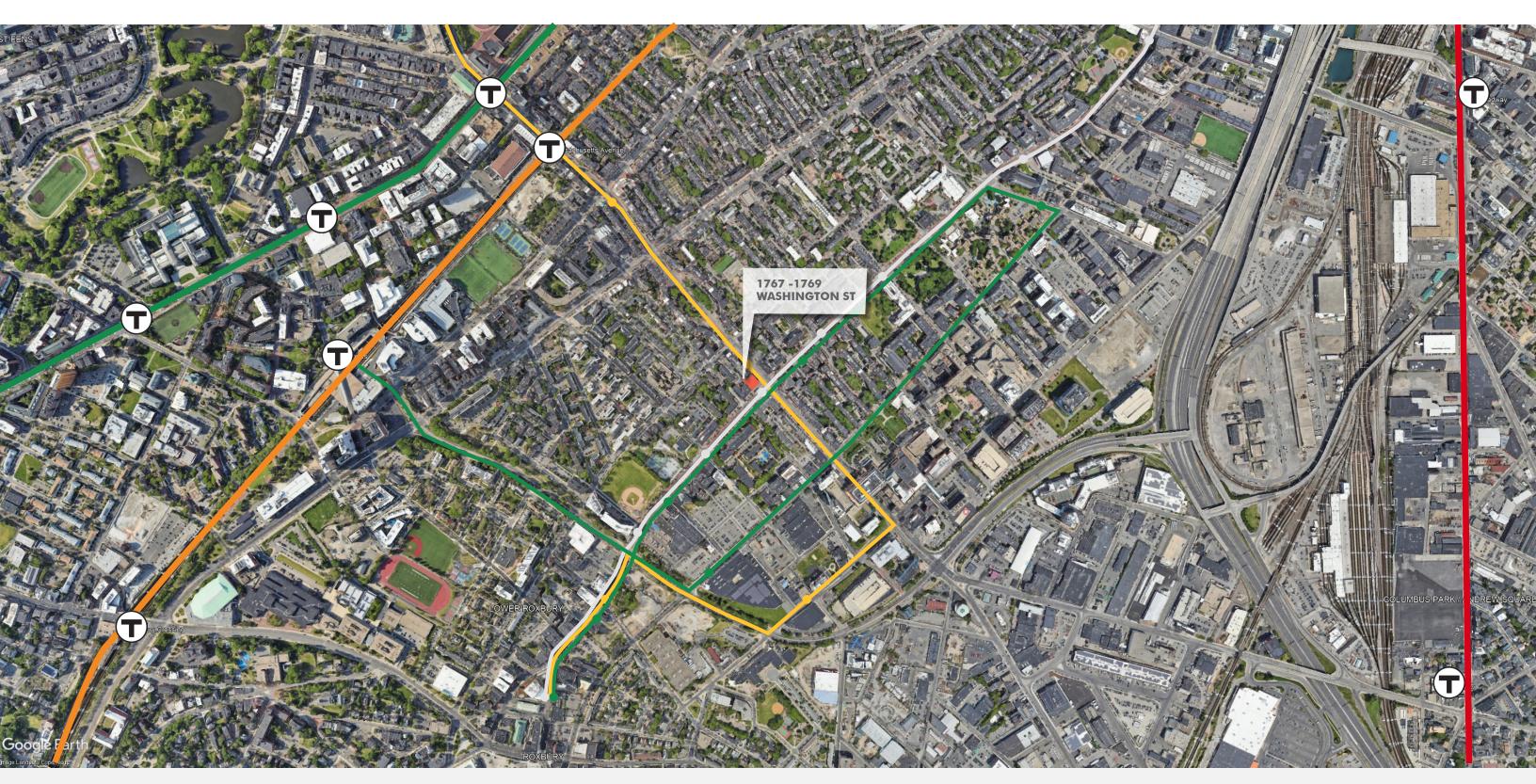
DIMENSIONAL:

Article 50-29	Floor Area Ratio excessive
Article 50-29	Front Yard Insufficient
Article 50-29	Side Yard Insufficient
Article 50-29	Rear Yard Insufficient

The zoning relief required for the proposed hotel use and construction of the addition on the currently vacant adjacent parcel has already been approved by the Board of Appeal and remains in existence. **No further zoning relief is required.** In fact, the proposed project will no longer need to utilize the zoning relief for height [feet and stories], nor additional lot area per dwelling unit or usable open space insufficient as those dimensional requirements are for residential uses only.



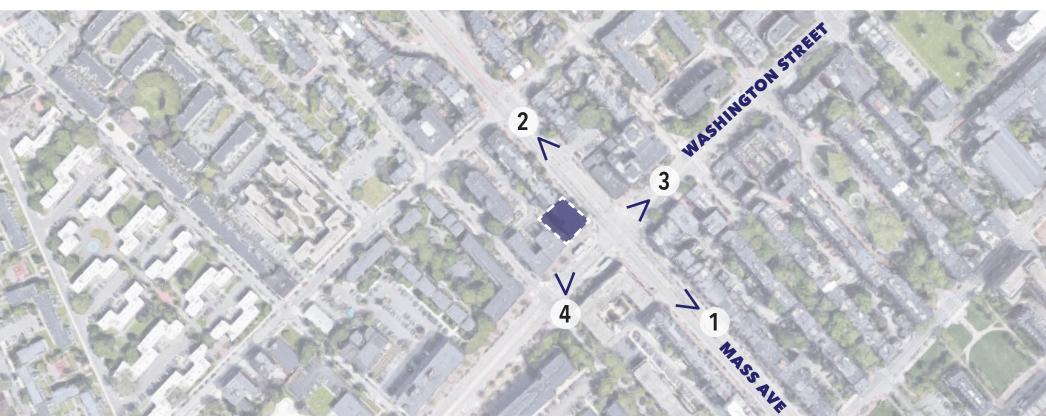
Transit Context



Site Aerial



Site Perspectives





1- SITE VIEW NORTH ON MASS AVE



2- SITE VIEW SOUTH ON MASS AVE



3- SITE VIEW WEST ON WASHINGTON ST



4- SITE VIEW EAST WASHINGTON ST

Existing Conditions Photos









SOUTH ELEVATION

VIEW OF SOUTHEAST CORNER

WEST ELEVATION FROM WASHINGTON STREET

VIEW OF NORTHEAST CORNER







EAST ELEVATION

HOTEL ENTRY STEPS AT SOUTH ELEVATION

CAST IRON STAIRS WITH PRISM LIGHTS





Existing Conditions Photos



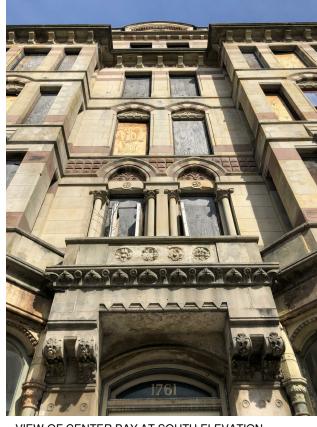




BOTTOM OF CAST IRON STOREFRONT



VIEW OF WEST BAY AT SOUTH ELEVATION



VIEW OF CENTER BAY AT SOUTH ELEVATION



DETAIL AT TOP OF CAST IRON STOREFRONT



DETAIL OF STONE ABOVE ORIGINAL HOTEL ENTRANCE



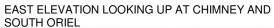
CLOSE UP OF GABLE AND CORNICE AT SOUTH ELEVATION





Existing Conditions Photos







TOP OF NORTH ORIEL AT EAST ELEVATION



STOREFRONT AND OPENINGS AT EAST ELEVATION



NON-ORIGINAL DOOR AND INFILL AT EAST ELEVATION



CHIMNEY AND SOUTH ORIEL CORNICE AT EAST ELEVATION

GRANITE BASE AND INFILLED BASEMENT WINDOWS AT EAST ELEVATION DETAIL AT STOREFRONT

CLOSE-UP OF CAST IRON STAIR

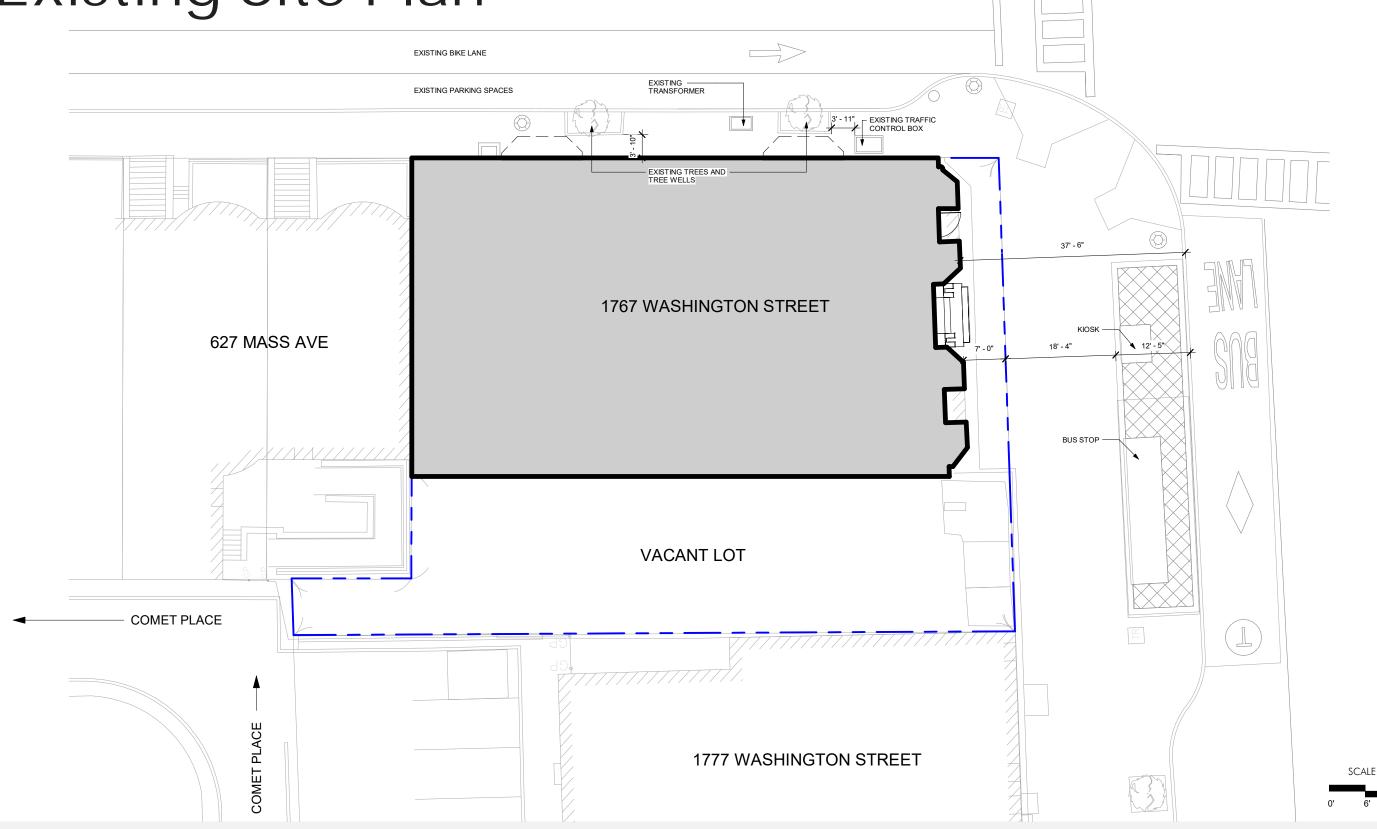


Massing Strategies

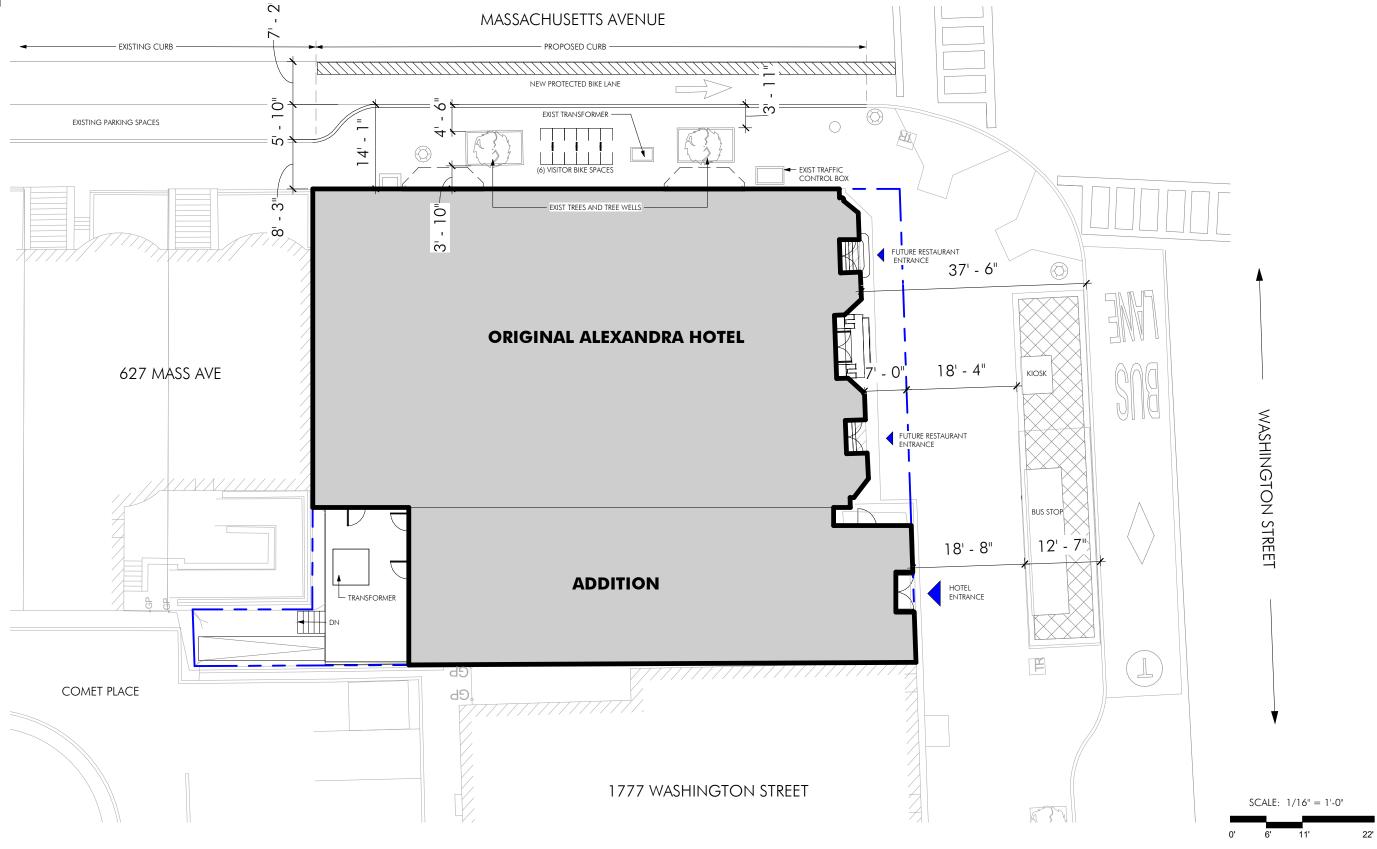




Existing Site Plan

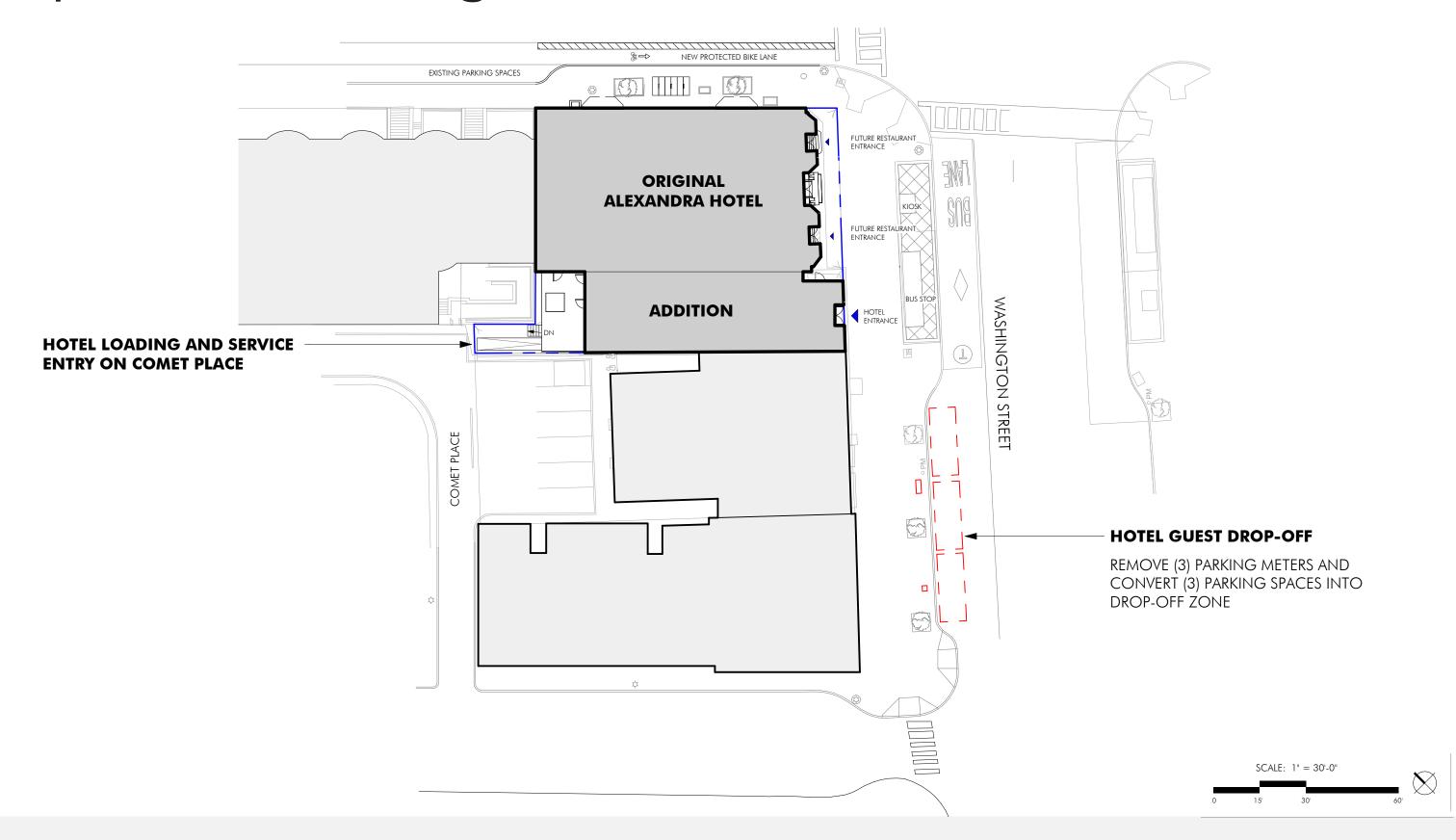


Proposed Site Plan





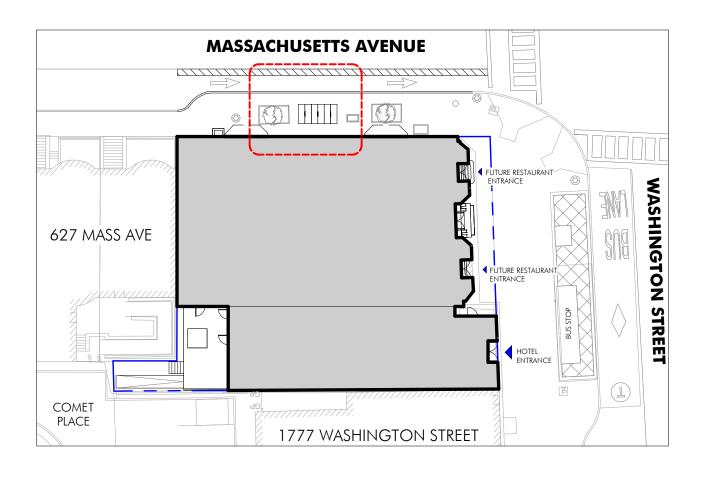
Drop Off + Loading

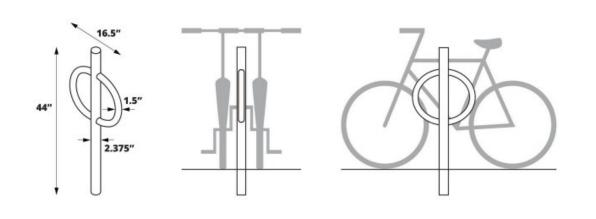


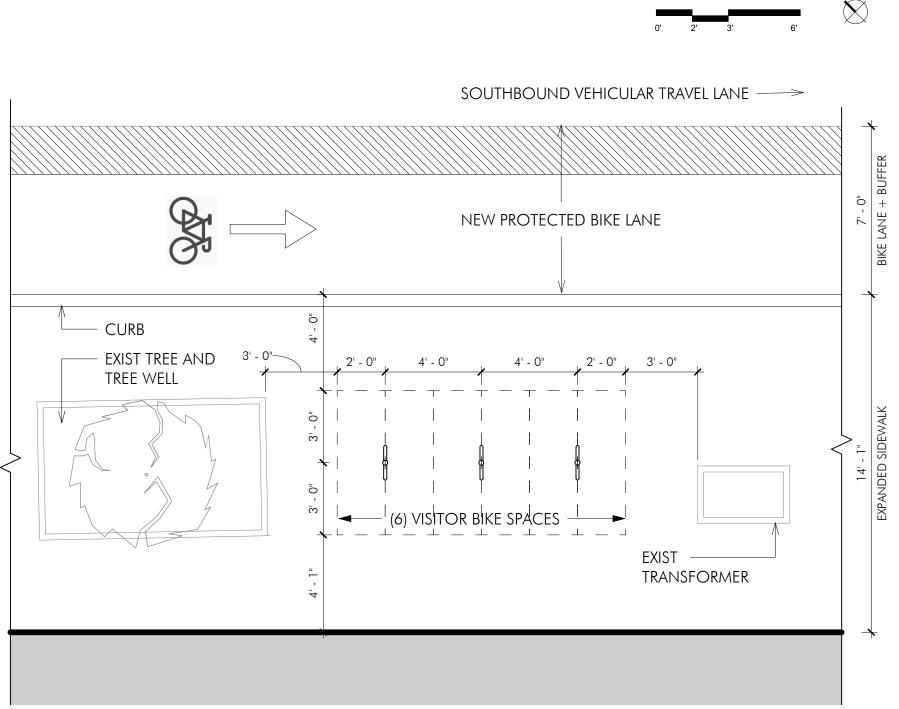
Enlarged Bike Room REQUIRED PROPOSED **FUTURE RESTAURANT** BOH **VISITORS (SHORT-TERM)** 1 PER 20,000 SF (6) EMPLOYEES (LONG-TERM) 1 PER 5,000 SF (8) BIKE / **LOCKERS ON-GROUND SPACES** (7) ON-GROUND SPACES (1) EXTRA-WIDE SPACES EXTRA-WIDE SPACES MIN 5% (1) (20) LOCKERS 3' - 0" 3' - 0" **SHOWERS** 1 PER 20,000 SF (2) 1 PER 2,000 SF (20) LOCKERS 20 SHOWER 1 SHOWER 2 0

BUILDING USE	VISITOR SPACES (SHORT-TERM)	EMPLOYEE SPACES (LONG-TERM)	SHOWERS	LOCKERS	BIKESHARE STATION	BIKESHARE CONTRIBUTION
Lodging (Hotels, motels, inns, hostels)	1 per 20,000 sf (6 minimum)	1 per 5,000 sf	1 per 20,000 sf (1 minimum)	1 per 2,000 sf (1 minimum)	Space for a 15-dock or 19-dock station	\$75K or \$49K minimum

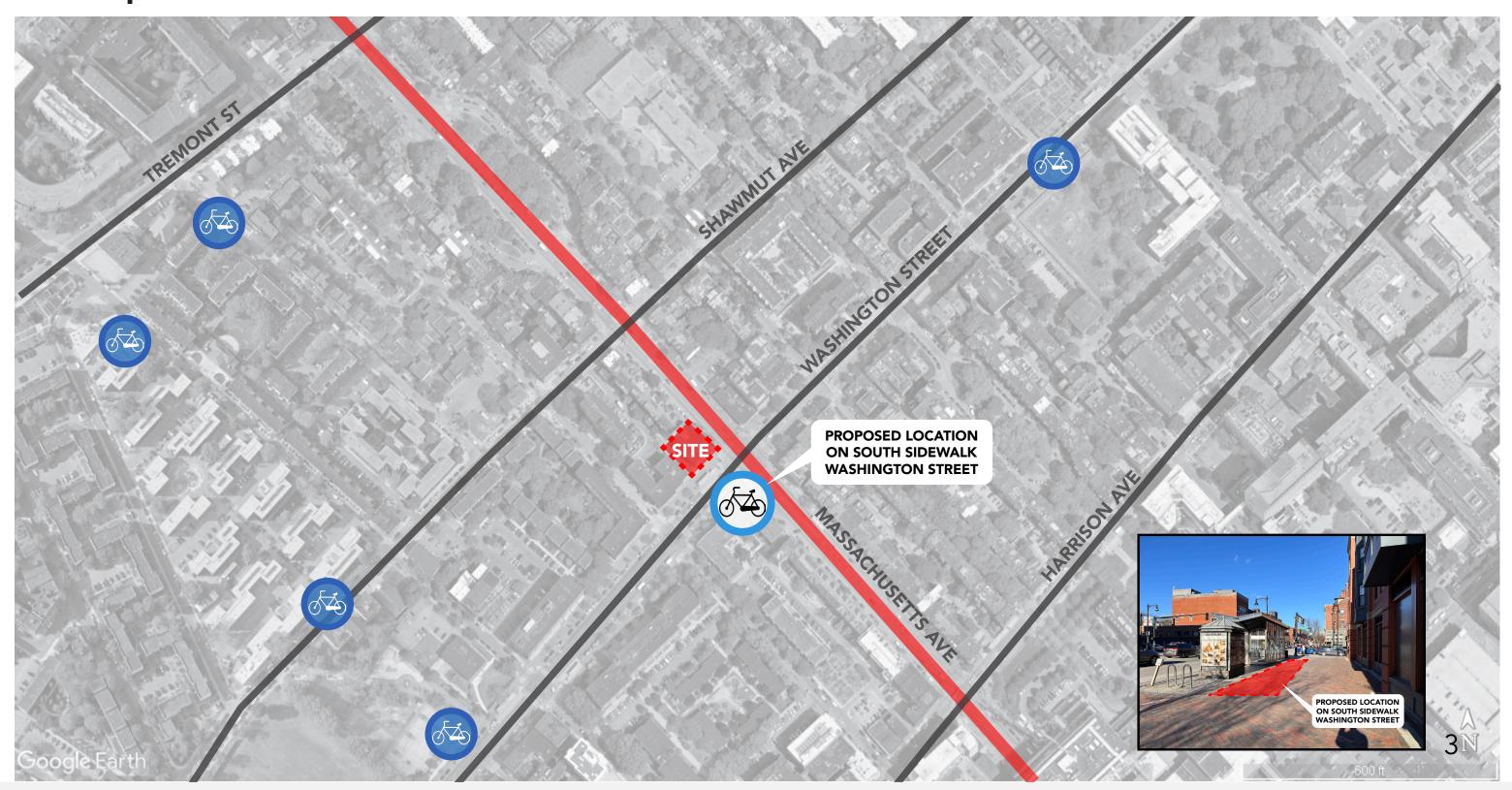
Enlarged Visitor Bike Spaces



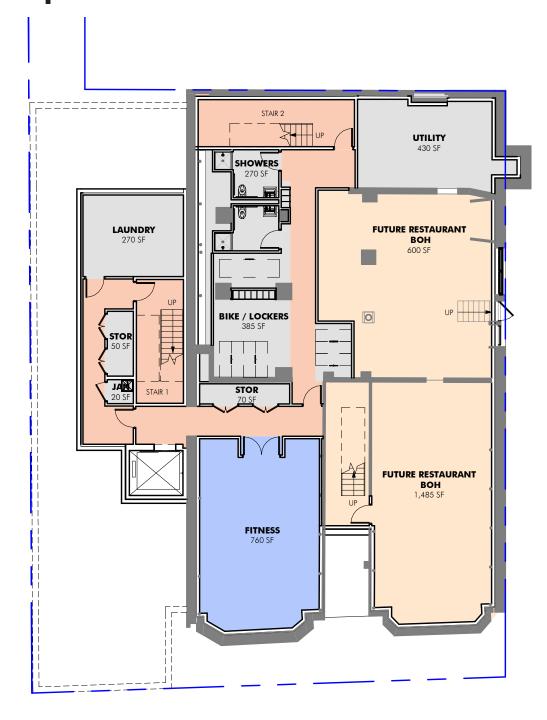


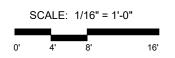


Proposed Blue Bike



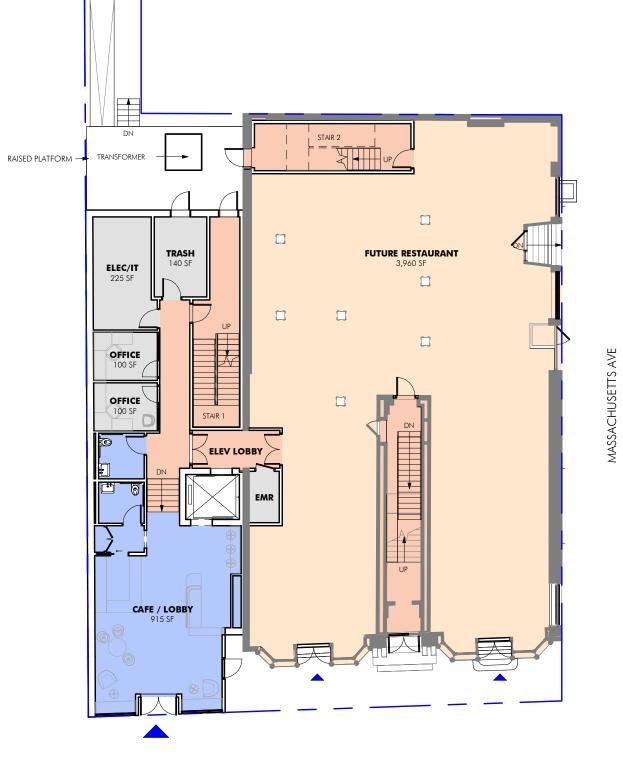
Proposed Floor Plans







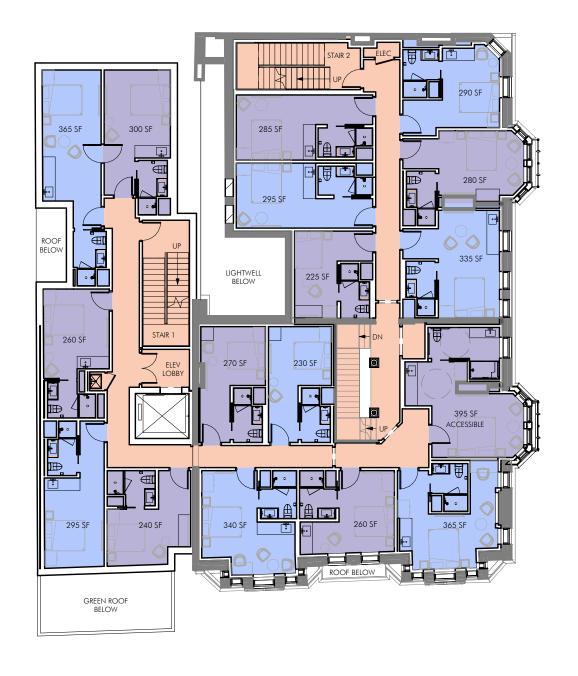
BASEMENT LEVEL

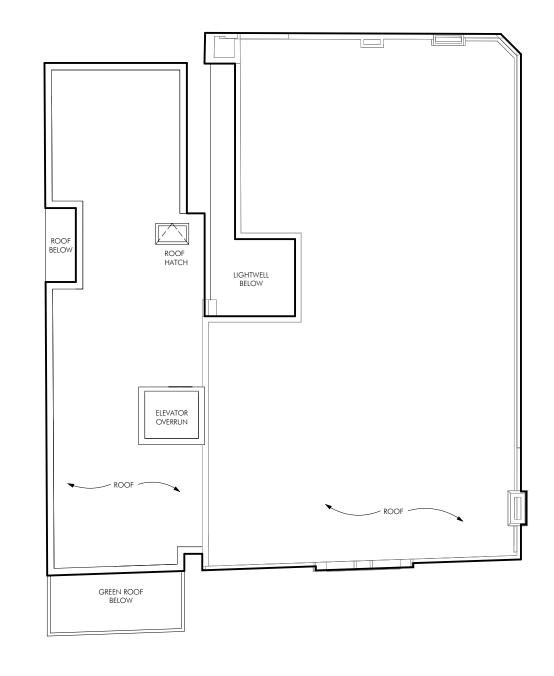


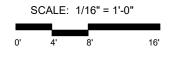
WASHINGTON STREET

GROUND LEVEL

Proposed Floor Plans









TYP HOTEL LEVEL

ROOF PLAN



View from Corner of Washington St and Mass Ave



View at Hotel and Restaurant Entry

South (Washington St) Elevation





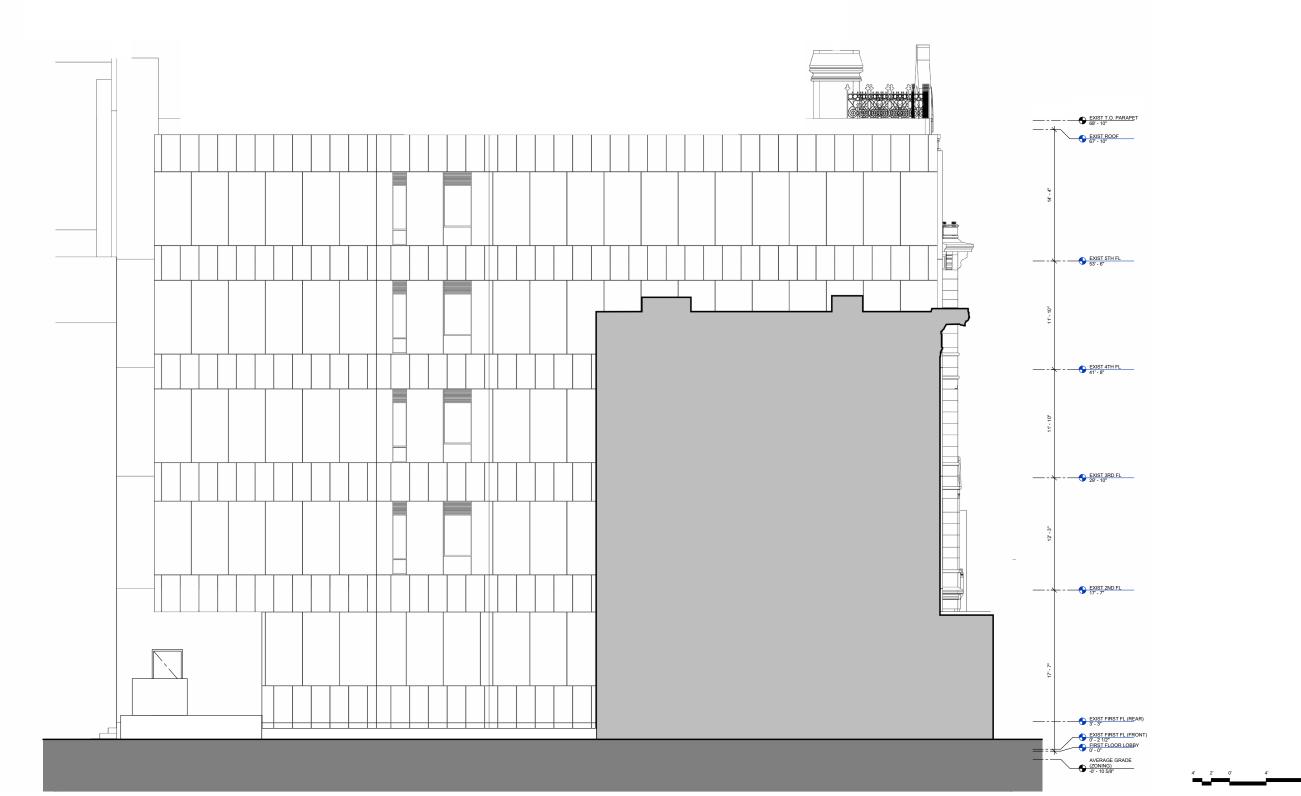
East (Mass Ave) Elevation



North Elevation



West Elevation





RICH DARK BRONZE ANODIZED ALUMINUM PROFILES/PANELS



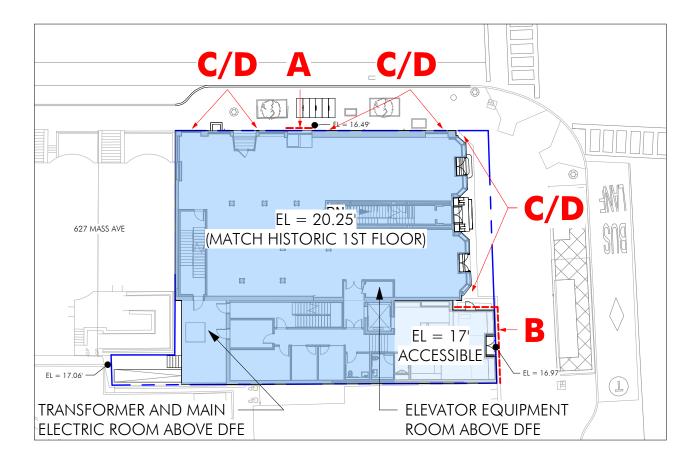
MUTED DARK BRONZE ANODIZED ALUMINUM LASER CUT SCREEN



RICH DARK BRONZE ANODIZED ALUMINUM PROFILES/PANELS



Article 25A Flood Resiliency





A. DEPLOYABLE FLOOD GATES AT ENTRANCE



B. FLOOD PANEL AND POST SYSTEM AT STOREFRONT

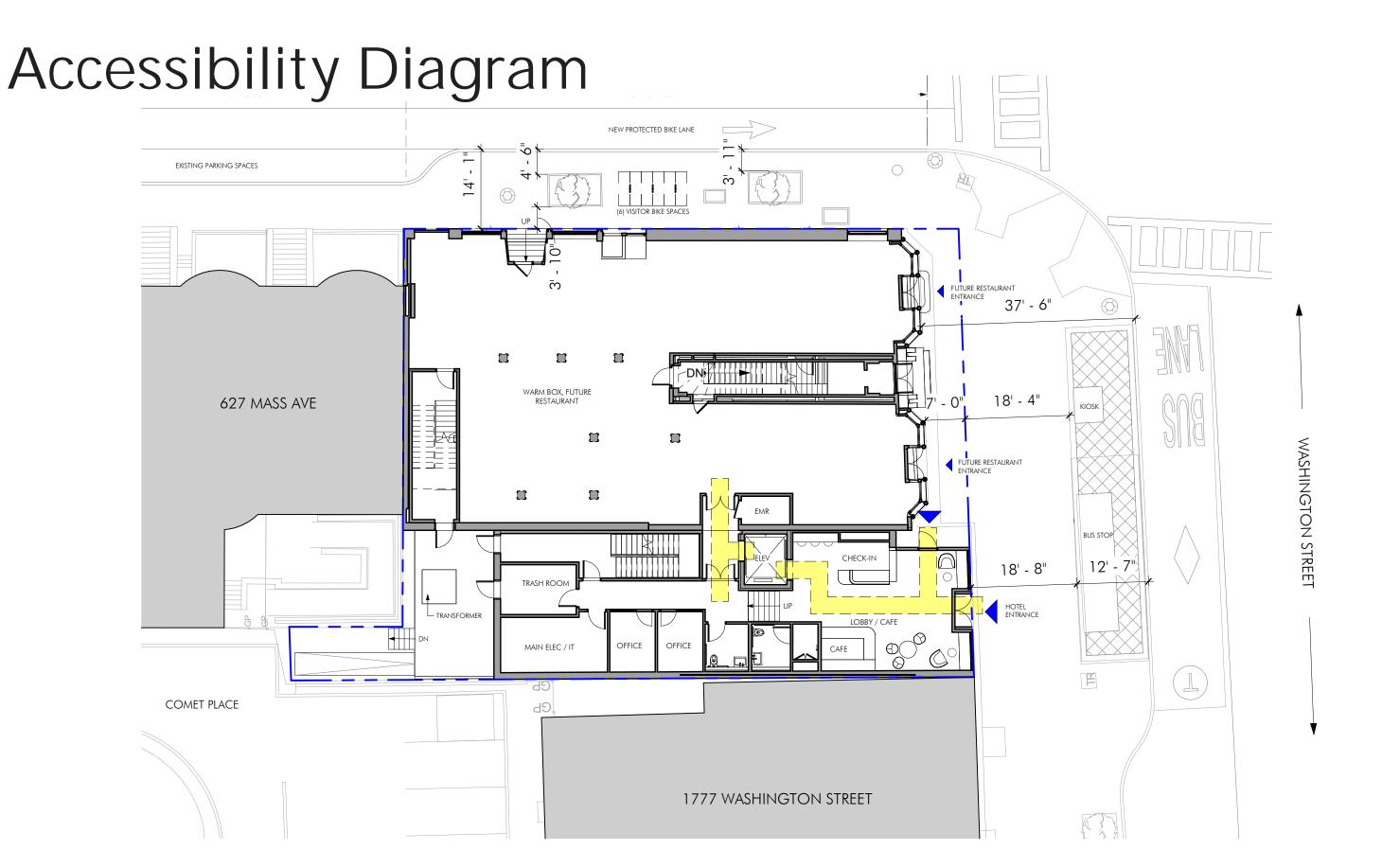


C. BRICK INFILL AT BASEMENT WINDOW



D. EXIST BRICK INFILL AT BASEMENT WINDOWS WITH TRUE EXTERIOR BOARD AND TRIM TO RECREATE RECESSED





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:

- Age-Friendly Design Guidelines Design features that allow residents to Age in Place https://www.enterprisecommunity.org/download?fid=6623&nid=3496
- 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
- $4. \quad \text{Massachusetts State Building Code 780 CMR} \\$
 - http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
- 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/
- 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/guidence-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 polices 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
- Social Equity LEED Credit Pilot LEED credit for projects that engage neighborhood residents and provide community benefits, particularly for persons with disabilities

Article 80 | ACCESSIBILTY CHECKLIST - Updated October, 2019

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: March 27, 2025	Your Name and L Cindy Lee, Ar				
1. Project Information: If this is a multi-phased or multi	-building project, fill	out a separate Che	cklist for e	ach p	hase/building.
Project Name:	Alexandra Hotel				
Project Address(es):	1767-1769 Washingto	n St, Boston, MA 021	18		
Total Number of Phases/Buildings:	1 Phase/1 Building				
Primary Contact: (Name / Title / Company / Email / Phone):	Pawel L. Honc Development Manag 860-593-9050 pawel@astro-v.com	er			
Owner / Developer:	Alexandra Partners,	LLC			
Architect:	Embarc				
Civil Engineer:	Fodera Engineering				
Landscape Architect:	n/a				
Code Consultant:	SLS Consulting, LLC				
Accessibility Consultant (If you have one):	SLS Consulting, LLC				
What stage is the project on the date this checklist is being filled out?	SPRA	Draft / Final Project Impact Report Submitted			ard Approved or
2. Building Classification and De This section identifies preliminate What are the dimensions of the project	ry construction infor	mation about the p	roject incl	uding	g size and uses.
Site Area:	8,012 SF	Building Area:			39,300 GSF
First Floor Elevation:	+17.0 FT	Any below-grade s	pace		Yes
What is the construction classification?	New Construction	Renovation	Addition		Change of Use
Do you anticipate filing any variances v (Massachusetts Architectural Access Bo compliance with 521 CMR?			Yes		

If yes, is the reason for your MAAB variinfeasibility, OR (2) excessive and unrewithout substantial benefit for persons. Have you met with an accessibility con Commission to try to achieve compliant applying for a variance? Explain:	easonable cost s with disabilities? sultant or Disability	historic principal s		ne restoration of the be (2) code compliant historic stair.
What are principal building uses? (using IBC definitions, select all appropriate that apply):	Residential – One – Three Unit	Residential - Multi-unit, Four+	Institutional	Educational
11 7	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other	Other:	
List street-level uses of the building:	Hotel lobby and café, warm box space for fi	~		ash, utilities, and
3. Accessibility of Existing Infras This section explores the proxin surrounding the development is condition of the accessible route Provide a description of the neighborhood where this development is located and its identifying topographical	nity to accessible tran accessible for people	with mobility impa th sidewalk and ped at the corner of Wa gence of the South I r commercial corridor	irments, and a lestrian ramp r shington Street End and Roxbury ors that traverse	nalyze the existing reports. and Massachusetts reighborhoods. several
characteristics: List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops.	characteristics. The MBTA Orange Linwith the Massachuser 0.5 miles and 0.6 miles Avenue. The Ruggles 0.8 miles to the west. Washington Street wand Massachusetts Avenue the Massachusetts Avenue th	ne and Green Line E tts Avenue and Symp es respectively, to the MBTA Commuter Ra The MBTA Silver Lin ith sheltered stops at venue, directly adjace	branch are the conduction by the conthwest up Market in the conduction is located and SL5 but the corner of Went to the project	closest subway lines, cated approximately Massachusetts and approximately uses travel along Vashington Street at site. The MBTA 8,
List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled	15 and 1 additional tra with stops at the sam Boston Medical Cente down Massachusetts Apartments, Camfield	e corner. er is located approxi	mately 0.3 miles Housing Author	to the southeast ity, Camden Street

List surrounding government
buildings and their proximity:
libraries, community centers,
recreational facilities, and related
facilities:

The Cooper Community Center and Jim Rice Field at Ramsay Park are located approximately 0.2 miles to the southeast down Washington Street. The Carter Playground is located approximately 0.5 miles to the northwest.

4. Surrounding Site Conditions - Existing:

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

Is the development site within a formally recognized historic district? If yes, which one?	YES. South End Landmark District.
Are there existing sidewalks and pedestrian ramps at the development site? If yes , list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical condition:	YES. The existing sidewalk along Washington St has minimal slope, is approximately 30 feet wide and a combination of brick pavers and concrete. The existing sidewalk at Massachusetts Avenue has minimal slope, is approximately 8 feet wide and brick pavers. Both sidewalks are in good condition.
Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA/MAAB compliant (with yellow composite detectable warnings, cast in concrete)? If yes, provide description and photos. If no, explain plans for compliance:	YES. The sidewalk along Washington Street is existing to remain. The sidewalk along Massachusetts Avenue will be widened by approximately 6 feet to create a protected bike lane,

5. Surrounding Site Conditions - Proposed

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

Are the proposed sidewalks consistent with Boston Complete Streets? *If yes*, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. Explain:

YES. Both Washington Street and Massachusetts Avenue are Neighborhood Connector streets that traverse and connect several neighborhoods. Both streets are a combination of commercial and residential uses, Washington Street contains dedicated bus lanes in both directions and Massachusetts Avenue has continuous bike lanes on both sides.

entrances are **not accessible**, explain:

What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed zone: Frontage, Pedestrian and Furnishing Zone:	Frontage: Washington St - 8'-0" Massachusetts Ave - 0'-0" Pedestrian: Washington St - 17'-0" Massachusetts Ave - 4'-0" Furnishing: Washington St - 12'-0" Massachusetts Ave - 9'-6"
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: masonry pavers at café seating, private property. Pedestrian: Brick pavers, public right-of-way. Furnishing: Concrete at bus stop, ground cover at street tree pits, public right-of-way.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes , what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	NO. Proposed café seating will be located within the property boundary.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	n/a
Will any portion of this project be going through the Public Improvement Commission (PIC)? If yes , identify PIC actions and provide details:	YES. (1) Sidewalk along Massachusetts Avenue will be widened by approximately 6 feet for a concrete curb protected bike path. (2) Improvements to Comet Place to the back of the parcel
The primary objective in ideal a connections that are integrated universal access to all entrances	onnections, Accessible Routes, and Common Areas: ccessible design is to build smooth, level, continuous routes and vertical with standard routes, not relocated to alternate areas. This creates and spaces, and creates equity for persons of all ages and abilities by d "visitability" (visiting neighbors).
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	NO. The hotel lobby in the building addition contains an accessible entrance that is a flush condition with the existing sidewalk. The exterior restaurant entrance in the existing building contains granite steps to the existing floor level approximately 3 feet above the sidewalk. The hotel lobby contains an elevator and interior restaurant entrance to provide accessible access to the

restaurant.

Article 80 | ACCESSIBILTY CHECKLIST - Updated October, 2019

Are all building entrances well- marked with signage, lighting, and	YES.
protection from weather?	
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:	YES. All interior floor levels in both the exiting building and the addition are accessible via the elevator in the building addition. There are no exterior level changes.
Are all common spaces in the development located on an accessible route? Describe:	YES.
Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):	YES.
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:	TBD.
If this project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package:	n/a
In order to create accessible hou	oplicable) - Residential Group 1, Group 2, and Hospitality Guestrooms sing and hospitality rooms, this section addresses the number of accessible ter-free housing and hotel rooms in this development.
What is the total number of proposed housing units or hotel rooms for this development?	68 hotel rooms

Article 80 | ACCESSIBILTY CHECKLIST – Updated October, 2019

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?	n/a
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):	n/a
If a residential development, how many fully built-out ADA (MAAB Group 2) units will there be? (requirement is 5%):	n/a
If a residential development, how many units will be built-out as ADA/MAAB sensory units? (requirement is 2%):	n/a
If a residential development, how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? If none, explain:	n/a
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:	Four Units (or 5%) will be accessible. (1) of the accessible Units will have wheel-in shower and accessibility features meeting MAAB. In addition, three Units will provide sleeping accommodations for person who are deaf or hard of hearing.
Do the proposed housing and hotel units that are standard, non-ADA units (MAAB Group 1) 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:	NO.

8. Accessible Parking:

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

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:	No parking spaces will be provided. A drop-off zone for hotel guests will be located on Washington Street.
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. No parking spaces will be provided. A drop-off zone for hotel guests will be located on Washington Street.
Will visitor parking be provided? If yes , where will the accessible visitor parking be located?	No. An accessible drop-off zone for hotel guests will be located on Washington Street.
Has a drop-off area been identified? If yes, where is it located, and is it wheelchair accessible?	No. Yes, it is along Washington Street. It will be accessible
· ·	d past required compliance with building codes to providing an overall equal participation of persons with disabilities and older adults.
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:	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:	Transportation improvements include a new Bluebike station to be provided across Washington Street. In addition, discussions are on-going with Boston Planning Department to confirm exact infrastructure improvements the new bike lane to be provided along the Massachusetts Ave frontage.
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:	NO. The bus stop in front of the property on Washington is intended to remain operational through the duration of construction.
During construction, will any onstreet accessible parking spaces be impacted (during and/or postconstruction)? If yes, what is the plan for relocating the spaces?	NO.
Has the proponent reviewed these plans with the City of Boston Disability Commission Architectural Access staff? <i>If no</i> , will you be setting up a meeting before filing?	TBD.
10. Attachments	

10. Attachments

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.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

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

Provide a diagram the accessible route to any roof decks or outdoor 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.

Article 80 | ACCESSIBILTY CHECKLIST - Updated October, 2019

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:

<u>ADA@boston.gov</u> | <u>patricia.mendez@boston.gov</u> | <u>sarah.leung@boston.gov</u> | 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

