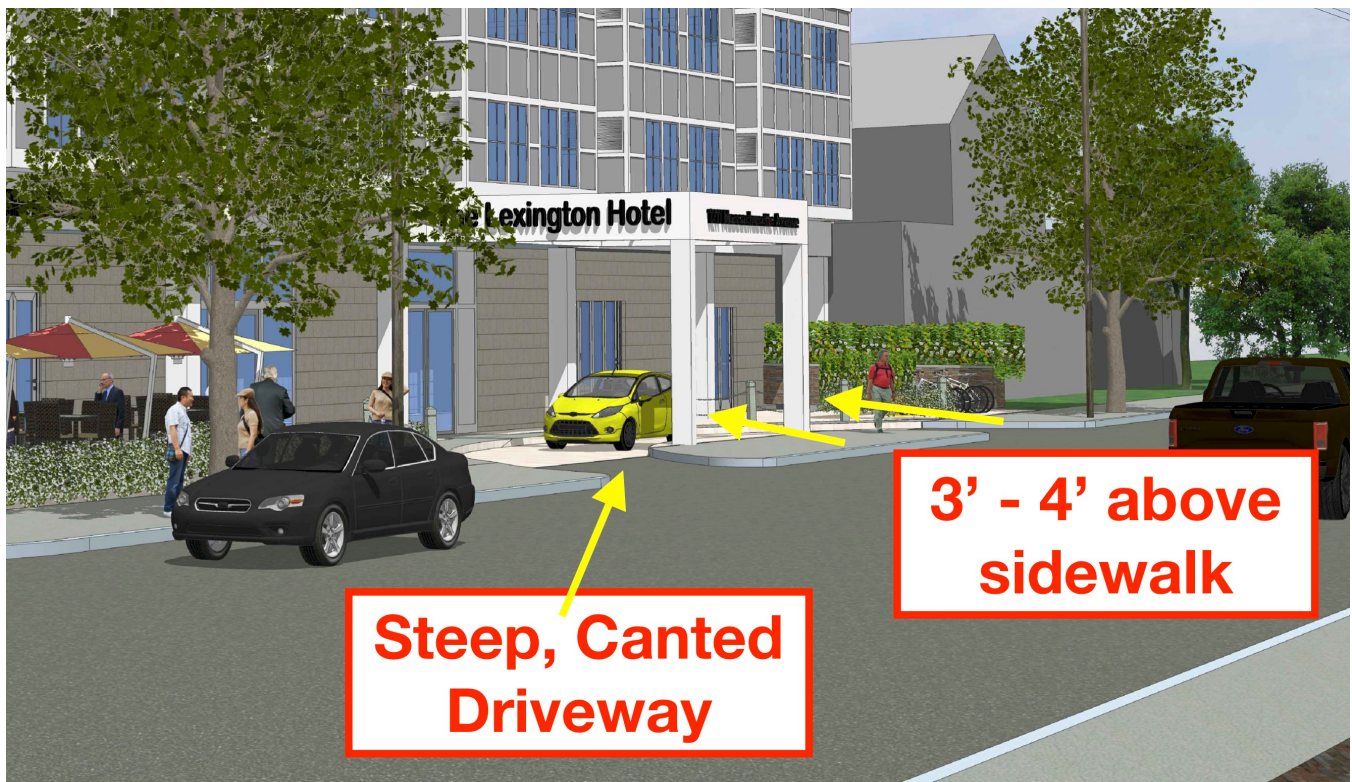


Docket #3602 - Non-compliance with Massachusetts Architectural Access Board Requirements

Last year when Lincoln Architects submitted their plans for a proposed hotel they failed to notice the obvious, that the frontage along Mass Ave is sloped downward from west to east by more than 2%. All of their elevations and visualizations portrayed this frontage as level, ignoring the actual four foot drop.

When they finally carried out a basic topographical survey of the lot this spring and discovered this condition, they failed to adequately correct for all of the problems that exist with their design. This is most evident in the circular driveway and passenger drop off area at the front door.

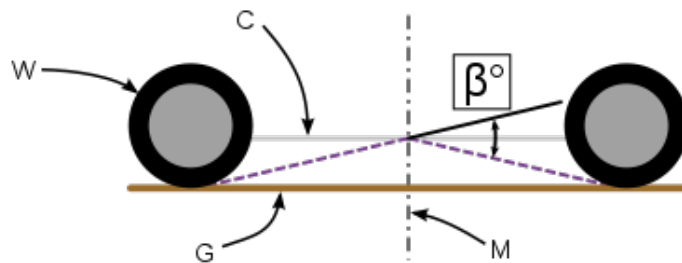
The most recent visualization continues to perpetuate the false notion that this entrance driveway is level. In fact, it is both steep and canted cross-wise. It has to accommodate a three foot drop from hotel entrance to sidewalk in only 24 feet.



- 23.7.5 Vertical Clearance: A minimum of nine feet, six inches (9'6" = 2896mm) of vertical clearance shall be provided at *accessible* passenger loading zones and along at least one vehicle access *route* to such areas from *site entrance(s)* and exit(s).
- 23.8 VALET PARKING
Valet parking *facilities* shall provide a passenger loading zone complying with **521 CMR 23.7**, **Passenger Loading Zone** located on an *accessible route* to the *entrance* of the *facility*.

Besides being a serious barrier to anyone with disabilities, the conditions of this driveway are unsafe for even able-bodied persons. Anyone exiting from the passenger side will find it exceedingly difficult to open their door; it will swing shut on them as they try to exit. On the driver's side, it will be all too easy to simply fall out of the vehicle. The raised island shown in the visualizations is not raised at all. It is actually a sunken pit, almost two feet below the driveway, with no protective railing to protect the unwary visitor.

Additionally, there is the "hump" in the middle of the driveway. The two opposite slopes create a "Breakover Angle" of 13.2° . Many common passenger vehicles do not have sufficient ground clearance to bridge this hump. An unloaded Toyota Camry will bottom out at 11.7° . A Prius at 11° , Hyundai Sonata and Ford Fusion at 10.8° , Chevy Malibu 9.4° . A Mercedes E class sedan can tolerate only 7.4° and will likely incur serious damage trying to bridge the hump.
https://en.wikipedia.org/wiki/Breakover_angle



State laws regarding accessible pedestrian access by walkways and ramps also apply. The drawings provided so far are not sufficiently detailed to determine whether the project is compliant with 521 CMR in this respect.