

MEMORANDUM

BOARD APPROVED

MAY 17, 2018

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY*
 AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
 MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT
 REVIEW/GOVERNMENT AFFAIRS
 RAUL DUVERGE, SENIOR PROJECT MANAGER
 CYNTHIA DORTA, URBAN DESIGNER
 MICHAEL CANNIZZO, SENIOR ARCHITECT/URBAN DESIGNER
 KRISTINA RICCO, SENIOR PLANNER

SUBJECT: 287 MAVERICK STREET, EAST BOSTON

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 287 Maverick Street in East Boston (the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); (2) execute and deliver an Affordable Housing Agreement ("AHA") in connection with the Proposed Project; (3) execute and deliver a Community Benefits Agreement and take any other action and execute and deliver any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project; and (4) recommend approval to the Zoning Board of Appeal on Petition BOA-725789 for the zoning relief necessary to construct the Proposed Project.

PROJECT SITE

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

The Proposed Project is situated on an approximately 12,216 square foot parcel of land located at 287-293 Maverick Street in the East Boston neighborhood of Boston (the "Project Site"). The Project Site is currently occupied by a garage and warehouse.

The Project Site is also located within an approximately eight (8) minute walk (0.4 miles) of MBTA Blue Line subway and bus service (Maverick Station) which provides access throughout the City of Boston and Greater Boston area.

DEVELOPMENT TEAM

The development team includes:

Proponent: MG2 Group, LLC
Joseph Donovan, Conor McCormack

Architect: Embarc Studio
Dartagnan Brown, Tim Loranger

Legal Counsel: Law Office of Richard C. Lynds
Richard C. Lynds, Esq.

DESCRIPTION AND PROGRAM

MG2 Group, LLC (the "Proponent") seeks to demolish the existing structures that currently occupy the Project Site and construct a five (5) story, approximately 37,270 square foot mixed-use building with approximately thirty seven (37) homeownership condominium units, including five (5) income restricted units, approximately 2,180 square feet of retail/commercial space, approximately thirty (30) off-street vehicle parking spaces, and at least thirty seven (37) on-site bicycle storage spaces (the "Proposed Project").

As currently proposed, the thirty seven (37) residential units are anticipated to consist of two (2) studio units, ten (10) one bedroom units, twenty (25) two bedroom units. The final unit mix may vary slightly due to on-going design review by the BPDA.

The estimated total development cost for the Proposed Project is \$9,500,000.

ARTICLE 80 REVIEW PROCESS

On March 12, 2018, the Proponent filed an Application for Small Project Review with the BPDA, pursuant to Article 80E of the Boston Zoning Code. The BPDA subsequently sponsored and held a public meeting on April 2, 2018 at the Noddle Island Community Room located at 15 Transportation Way in East Boston to solicit feedback from members of the community and review the Proposed Project. The public meeting was advertised in the East Boston Times. The public comment period concluded on April 11, 2018.

Outside of the BPDA-sponsored public meeting, the Proponent conducted additional outreach with the Gove Street Neighborhood Association, Jeffries Point Neighborhood Association, abutters, and local elected officials to solicit feedback and review the Proposed Project. Both neighborhood associations voted in support of the Proposed Project.

ZONING

The Project Site is located in the East Boston Neighborhood District, which is governed by Article 53 of the Code, and more specifically is located in a 3F-2000 Subdistrict.

The Proposed Project will require zoning relief for the following: off-street parking, parking maneuverability, multi-family use, retail use, floor area ratio (F.A.R), height, usable open space, lot size per dwelling unit, screen and buffering requirements, and side and rear yard setback

MITIGATION & COMMUNITY BENEFITS

The Proposed Project will provide a number of public benefits to the East Boston neighborhood and the City of Boston as a whole, these include:

MITIGATION

- New pedestrian and commercial activity along Maverick Street;
- Pedestrian access improvements, including new widened sidewalks, street trees, and other landscaping improvements in and around the Project Site;
- Installation of new lighting along the building perimeter to improve visibility and pedestrian safety;

- The creation of at least approximately fifty (50) construction jobs over the length of the Proposed Project;
- The Proponent has agreed to make best efforts to design and include a feasible shared access easement to the abutting property at no cost, with respect to the property located at or around 279 Maverick Street (City of Boston Assessors' Parcel ID No.0105268000) should the parcel be acquired and redeveloped by MG2 Group in the future. The adjacent parcel is currently a surface parking lot. Such access easement shall contemplate access to the adjacent property through the Proposed Project's vehicular entrance/egress along Maverick Street provided that the creation of such access easement does not materially interfere with the structural design or construction of the Proposed Project; and
- Additional property tax revenue for the City of Boston

COMMUNITY BENEFITS

In addition to the aforementioned mitigation, the Proponent has agreed to the following community benefits in connection with the Proposed Project:

- A thirty thousand dollar (\$30,000) financial contribution to the BPDA to support a neighborhood transportation analysis, planning initiative, or public realm improvement(s) in the impacted neighborhood to be determined by the BPDA. The \$30,000 contribution shall be made payable to the BRA upon building permit issuance for the Proposed Project;
- A ten thousand dollar (\$10,000) financial contribution to the City of Boston Parks and Recreation Department ("BPRD") to support maintenance and improvements to parks and other public open space located in East Boston. The said amount shall be made payable to the BRA upon building permit issuance for the Proposed Project. The funds will then be disbursed by the BPDA to the Fund for Parks managed by the BPRD;
- A five thousand dollars (\$5,000) financial contribution made payable to the BRA due upon issuance of a building permit, such contribution to be distributed to the Crossroads Family Center, Inc. to be used for general operating capital to support the organization's mission and the services provided to support families as they transition from homelessness to independent living and self-sufficiency; and
- A five thousand dollars (\$5,000) financial contribution made payable to the BRA due upon issuance of a building permit, such contribution to be distributed Piers Park Sailing Center, Inc. to be used for new sails and general operating capital needed to sustain the sailing program offered to local children who want to learn how to sail.

In connection with the community benefits described above, the Proponent and BPDA will enter into a Community Benefit Agreement.

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone C, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. As the Proposed Project will provide thirty seven (37) new homeownership units, five (5) units within the Proposed Project will be created as IDP homeownership units (the "IDP Units"), of which at least half three (3) will be made affordable to households earning not more than 80% of the Area Median Income ("AMI"), as published by the BPDA and based upon data from the United States Department of Housing and Urban Development ("HUD"), and the remainder two (2) will be made affordable to households earning greater than 80% of AMI but not more than 100% of AMI.

The proposed locations, sizes, income restrictions, and sales prices for the IDP Units are as follows:

Unit Number	Number of Bedrooms	Square Footage (SF)	Percent of Area Median Income	Sales Price	ADA/Group 2 Designation (if any)
Unit 205	One	740 SF	80%	\$182,100	Group 2
Unit 208	Two	860 SF	80%	\$217,000	Group 2
Unit 303	One	740 SF	80%	\$182,100	
Unit 309	One	830 SF	100%	\$243,200	
Unit 406	One	640 SF	100%	\$243,200	

The location of the IDP Units will be finalized in conjunction with BPDA staff and outlined in the Affordable Housing Agreement ("AHA"), and sales prices and income limits will be adjusted according to BPDA published maximum sales prices and income limits, as based on HUD AMIs, available at the time of the initial sale of the IDP Units. IDP Units must be comparable in size, design, and quality to the market rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project.

The AHA must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project. The Proponent must also submit an Affirmative Fair Housing Marketing Plan (the "Plan") to the Boston Fair Housing Commission and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident;
- (2) Household size (a minimum of one (1) person per bedroom); and
- (3) First time homebuyer.

Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference will also be available to households with a person whose need matches the build out of the unit. The City of Boston Disabilities Commission may assist the BPDA in determining eligibility for such a preference.

The IDP Units will not be marketed prior to the submission and approval of the Plan. A deed restriction will be placed on each of the IDP Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years). The household income of the buyer and sales price of any subsequent sale of the IDP Units during this fifty (50) year period must fall within the applicable income and sales price limits for each IDP Unit. IDP Units may not be rented out by the developer prior to sale to an income eligible buyer, and the BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units.

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, staff recommends that the BPDA approve and authorize the Director to: (1) issue a Certification of Approval for the Proposed Project; (2) execute and deliver an Affordable Housing Agreement in connection with the Proposed Project; (3) execute and deliver a Community Benefits Agreement and take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project; and (4) recommend approval to the Zoning Board of Appeal on Petition BOA-725789 for the zoning relief necessary to construct the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval, approving the development at 287 Maverick Street in the East Boston neighborhood, proposed by MG2 Group, LLC (the "Proponent"), for the construction of an approximately 37,270 square foot mixed-use building with approximately thirty seven (37) homeownership condominium units, including five (5) Inclusionary Development Policy units ("IDP Units"), approximately 2,180 square feet of retail/commercial space, approximately thirty (30) off-street vehicle parking spaces, and at least thirty seven (37) on-site bicycle storage spaces, in accordance with the requirements of Small Project Review, Article 80E, of the Boston Zoning Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA"); and

FURTHER VOTED: That the Director be, and hereby is, authorized to execute and deliver an Affordable Housing Agreement for the creation of five (5) on-site IDP Units in connection with the Proposed Project; and

FURTHER VOTED: That the Director be, and hereby is, authorized to execute and deliver a Community Benefits Agreement and execute and deliver any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project; and

FURTHER VOTED: That the Director be, and hereby is, authorized to issue the following recommendation to the City of Boston Zoning Board of Appeal on Petition BOA-725789 for zoning relief necessary in connection with the Proposed Project: APPROVAL WITH PROVISIO: that plans be submitted to the BRA for design review approval.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/17/2018	Peter	Scherer	N/A	Oppose	This proposal seems way out of scale for the neighborhood, which is mostly triple deckers. I'm not sure what the point of zoning laws are if variances this significant are given in the ordinary course. Generally pro development, but this plan seems to be giving a private developer significant (extra square footage) at a real cost to the neighborhood (eg worse parking/ loss of sun light / openness). With the narrow streets and small lots a building this large would dominate the neighborhood. The old steel building isn't great, but I'm sure the lot can be developed profitably without forcing negative externalities on the neighbors!
3/22/2018	Steve	Tellier		Support	My wife and I just moved to this area of East Boston, and we love the neighborhood. Of course, there are a few eyesores in the area, and this is one of them. The concept of replacing that eyesore with a newly constructed building, which would improve both the vitality and aesthetics of the neighborhood, would be a great step forward. We would certainly prefer that the units eventually be sold as condos, and not rentals -- but either way, we strongly support this development.
3/23/2018	Alex	DeFronzo	Piers Park Sailing Center	Support	The project is supported by our neighborhood association. The ground floor creates a good public realm with retail space and outdoor seating. My father's best friend David grew up next door and his family is supportive of the project. Among the more prevalent development teams in East Boston, MG2 has made strong connections to the community, considered various types of housing (ie three bedroom units for families, efficiency units for affordability), and on recent projects, has hired local consultants including architects to work on design. The project will be a good addition to Jeffries Point.
4/2/2018	Ross	Curley	Gove Street Neighborhood Association Member	Oppose	While the concept looks visually appealing, this structure is too tall for the area. I would be in support of a 3 story building, like all of the others surrounding it. Also, there is already a parking deficiency in the area and while I understand the proposal has 30 off street units, if each unit has 2 cars, it leaves 44 more cars that need to fight for street parking that does not currently exist.
4/3/2018	Nik	Pundit		Oppose	This building is too tall for the neighborhood as we have mainly 3 story home structures. This will set a bad precedent of allowing these huge buildings to take over the area. I am also very disappointed in the parking deficit that this will cause as it already is difficult to find street parking. As the neighborhood keeps filling up with these new constructions, parking will become more and more limited - and creating such a large deficit is irresponsible. Thanks.
4/3/2018	Matthew	Cunha		Oppose	The visual appearance of the building is very nice; unfortunately, I feel that the structure is too tall for the neighborhood. The neighborhood currently features 3 story buildings and I feel that this building would not fit the neighborhood. I would be in support of a 3 story building, like all the other existing buildings around the proposed building. Also, a huge parking deficiency already exists in the area. The building proposal only has 30 off-street spaces, that leaves 40 plus (based on each unit having 2 cars) cars to find street parking.

4/8/2018	Kannan	Thiruvengadam	Eastie Farm	Neutral	<p>1. I have not seen a shadow study. Is one available? Given the size of the building, this is an important aspect of what should be brought to the affected neighbors' attention, just from the perspective of their quality of life. 2. The shade on a neighbor's roof impacts how quickly snow/ice on the roof melts. Long periods of lower temperatures on a daily basis during the already short days of winter can have significant impact. Has this been studied? 3. On the other hand, the size and height of the buildings presents opportunities to harness unobstructed solar exposure. Passive solar technology and active components (panels) should be explored proactively during the design phases. 4. It is time for all developments to pay attention to 4 things in view of climate consciousness and responsibility: a. Waste management: What arrangements are made from the get-go for achieving zero waste? (That's the city's vision. Being proactive about that will help reduce the burden on the city.) b. Carbon reduction: How is the development going to cut carbon during construction and during operations? Since it is a net addition to the carbon emission, how do the developers propose to compensate for the added carbon? Note that the city has to figure out a way to compensate for all carbon in order to become carbon neutral as it intends to be. Addition of carbon is making the city's job harder. c. Given that East Boston is vulnerable to sea level rise, any and all addition (property & people) adds to the liability of the community and the city. (No building is an island -- we all depend on the underlying infrastructure for water, sewer, electricity, cable, phone, etc.) How is this building preparing to face extreme weather events in terms of protecting its own residents, and perhaps providing temporary refuge to those around who may not have the same level of protection? d. Educate potential tenants on the risk of flood insurance premium hikes. Note that insurance companies may decide insurance rates (conservatively) based on distance from water, rather than FEMA flood plains, which at this point seems like an underestimate of the actual risk. "In terms of the overall cost of damage, the cities at the greatest risk are: 1) Guangzhou, 2) Miami, 3) New York, 4) New Orleans, 5) Mumbai, 6) Nagoya, 7) Tampa, 8) BOSTON, 9) Shenzhen, and 10) Osaka. The top four cities alone account for 43% of the forecast total global losses." from http://www.worldbank.org/en/news/feature/2013/08/19/coastal-cities-at-highest-risk-floods</p>
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4/8/2018	Dan	Bailey		Neutral	<p>The parcel at 287 Maverick is not currently being used in a productive way, and constructing housing on the site makes sense. At the same time, I have some concerns about the design of the proposed building. As an infill building in a dense, existing neighborhood, the proposed structure should be sensitive to its surroundings and respond to its context. This block of Maverick Street is largely made up of strikingly uniform, turn-of-the-century triple deckers. These tall, narrow buildings lend the street a high degree of granularity. This granularity, combined with the pleasing rhythm created by the bay windows, raised basements, and stoops that repeat across the triple decker's facades, makes for an inviting pedestrian environment. As currently designed, the proposed building at 287 Maverick interrupts the granularity and rhythm of the streetscape by introducing a broad, flat, uninterrupted facade that extends the width of three of the adjacent triple deckers. In order to better reflect Maverick Street's existing development patterns, the proposal for 287 Maverick doesn't need to slavishly recreate the architecture of a triple decker, it just needs to reflect the proportion, balance, rhythm, and granularity of the surrounding houses. Dividing the facade into three distinct bays, each approximately 20 feet wide, would provide an opportunity to introduce "faux" granularity, recreating the street's architectural rhythm. Continuing the raised basement and cornice lines at each floor from neighboring triple deckers across the facade of 287 Maverick would prevent the new building from interrupting the street's uniformity. Moving the parking garage entrance to the side of the building would minimize the negative impact of the garage door on the building's facade and the pedestrian environment. The developer should also be required to include regularly spaced street trees in front of the building, and consider other landscaping features along the facade. I like the idea of a mixed use building in principle, but I'm concerned about the viability of commercial space at this location. The building is situated at the periphery of the neighborhood. This section of Maverick has low foot traffic since it's essentially a dead end street. There currently aren't any other businesses in this immediate area. I'm worried that retail space at this location may be left vacant, further eroding the street's pedestrian environment.</p>
4/9/2018	Matt	Cameron		Oppose	<p>I write to share my concerns about the proposed 37 unit development at 287 Maverick Street in Jeffries Point. It is worth noting at the outset that the area in question is zoned 3F, and the proposed project includes 37 units. There is no apparent explanation for how or why the developer meets the legal standard for a variance in this regard. Furthermore, at 5 stories, the proposed building will tower over the neighboring 3 story buildings. Neither the size nor the height of the proposed project is in keeping with the surrounding neighborhood of two and three story buildings. The proposal also includes no setbacks and no landscaping, which only serves to exacerbate the negative impact that it will have on neighboring homes. The BPDA should require the developer to provide substantial setbacks and outdoor space in keeping with the neighborhood and the zoning code. And perhaps most importantly, the architectural vision of the proposal is sadly lacking. It is essentially one large, box-like structure that is twelve times the size of the surrounding homes. Rather than improving the neighborhood, it will detract from it.</p>

4/9/2018	DJ	Hatfield		Oppose	The proposed building is massive, ugly, and I'll fitting with the surrounding streetscape. It has been planned with no consideration of the possible traffic impacts of the structure or the damage such a building will cause to the neighborhood fabric. If this building is permitted, it would suggest that the city government is incapable of good planning. It must not be built
4/9/2018	Andrew	Primeau		Oppose	This building is impossibly and needlessly big. It has more units than spaces, more stories than its neighbors, and more square footage than sense. As a nearby neighbor who lives in the shadow of a much taller structure and struggles to find sufficient street parking in the winter months, I strongly urge you to resist overbuilding and developer greed.
4/9/2018	Marygrace	Gravallese Festa	lifelong Resident Jeffries point and homeowner	Oppose	My neighborhood is being destroyed one housing development at a time. This project does not work in the neighborhood. It's gigantic and disrespects the other properties around it. Do we really need more housing in an already crowded area. Green space would be nice. And maybe someplace to park our vehicles. It's a disaster! God forbid we need to get in or out of East Boston in a hurry. Fill all these new buildings and it will be impossible to live here. Who in city hall is saying YES to these projects. Certainly not someone who lives here.
4/10/2018	Jason	Burrell	Neighbor	Oppose	I'd like to take a moment to express my opposition to the density and height of the 287 Maverick Street Project. I like the idea that the project plans are incorporating a mid-block retail space and I think that a vibrant neighborhood needs walking businesses in an urban environment. I don't like the height and the density of the project. I feel that the developer is asking for variances that will set a precedence for future projects deep in to the residential neighborhood that are much taller than the surrounding buildings. I'm asking the BPDA to please push back on this forced density to something that is more manageable. I am also opposed to approving a project that is asking for any relief on parking. Thank you.
4/10/2018	Scot	Krueger	self	Oppose	The Jeffries Point neighborhood is under assault from a wave of developers seeking zoning relief to build enormous buildings which will destroy the special character of the neighborhood which attracted most of the residents here in the first place. The proposed development at 287 Maverick is a classic example. It is way too many units compared to the surrounding buildings, requiring multiple variances from zoning to squeeze in so many units. And the high density nature of this proposal is already being used in other proposals to suggest that higher FARs and extra floors are now "the norm" in this area. I was at a recent session discussing the potential for the abandoned rail parcels and they were already using this extreme building as their new standard for the neighborhood. I hope there is some way to delay this project, and force them to pare way back, before it permanently destroys the quality of life for the neighbors. Thanks.
4/10/2018	Sopheap	hem	1980	Oppose	This would be over crowding. Please vote no on this project.

4/10/2018	Andrew	Tilden		Oppose	<p>In its current form, the proposed project at 287 Maverick Street is simply too large for the Maverick/Everett St neighborhood. Five stories and 37 units is out of character on a street full of three deckers. I can support a variance to four stories, but five stories will distinctly change the facade of the neighborhood.</p> <p>Additionally, 37 units without dedicated parking will contribute to what is already a major shortage of street parking in the area. As a homeowner who relies on street parking, parking is already at a premium and I often find myself having to park on Maverick Street. This 37 unit building only provides 30 parking spaces, already 7 short of a 1:1 ratio with units. Additionally, 5 of the parking spaces are part of tandem spots and the balance are stackers, meaning that residents who do not have unrestricted parking access, so in many circumstances may find themselves seeking street parking instead. The developer will claim that not all people residing in the building will not own cars, but this is a luxury building - the residents will have the means to afford cars, which most will have. In many cases the building's residents will have two cars per unit, which will substantially mitigate the already limited parking consideration. Additionally with no guest spots, any building guests to be seeking street parking as well. This development coupled with the project manager's 23 unit development at 202 Maverick Street will negatively impact street parking for years to come. However, I will credit the 202 Maverick Street project with a majority 3 story design with 4th story recessed penthouse that stays within the character of the neighborhood. In conclusion, this developer appears to be seeking as much capital as possible without consideration as to what is best for the neighborhood. One can drive around Jeffries Point and find many new buildings and developments that have not pushed extreme zoning variances, and have provided adequate parking for the units contemplated. I am one hundred percent behind redeveloping abandoned lots and underutilized spaces, but the development must be done responsibly with an eye to both the current residents of the neighborhood and the future residents who will inhabit the new buildings and have to deal with the issues created by over-development.</p>
4/10/2018	Jennifer	Harris	Na	Oppose	Too tall, does not fit in with this area of Jeffries Point. I strongly oppose the building.
4/11/2018	Lyle	Bradley	ART Architects	Oppose	<p>This building is totally out of scale with the neighborhood. The perspective shows this very clearly. I am not opposed to larger buildings in the neighborhood, but they should be limited to certain areas that don't disturb the architectural fabric of the neighborhood. I would accept this scale of building more on the OTHER side of Maverick St where it could be a buffer between the neighborhood and the airport, but not on this site. Most of the buildings are 3 stories in the neighborhood and that limit is being abused at every possible location by greedy developers. You can still make a profit with a 3 story building, maybe a 4th story set back. Stop allowing the 4th story tumor of greed to every building. Respectfully, Lyle Bradley</p>
4/11/2018	Cyrus	Tehrani		Support	<p>I would like to express my full support of this project. This is an example of a project that is development without displacement. There is currently no housing on this lot, which will be replaced 37 new homes, including 5 income-restricted affordable homes. We desperately need more housing in Boston and the value this project provides is infinitely more than the vacant garage and warehouse currently on site. The site is just a 10 minute walk from Maverick Station, and we need to be building dense housing near transit like this project. Please approve this project as proposed.</p>



CITY of BOSTON

Martin J. Walsh, Mayor

To: Raul Duverge, BPDA
From: Zach Wassmouth, PWD
Date: April 11, 2018
Subject: 287 Maverick Street SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 287 Maverick Street SPRA.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Way:

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current ADA/AAB guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements associated with this project must be processed through the PIC.

Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



CITY *of* BOSTON

Martin J. Walsh, Mayor

Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific BPWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zach Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499



Raul Duverge <raul.duverge@boston.gov>

Proposed project on 287 Maverick Street

1 message

DJ Hatfield <shoutacre@yahoo.com>

Mon, Apr 9, 2018 at 3:07 PM

Reply-To: "shoutacre@yahoo.com" <shoutacre@yahoo.com>

To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

This project is another example of planning that serves the interests of greed rather than of citizens. I am strongly opposed to the project

DJH

傳送自 Yahoo奇摩電子信箱 Android 版



Raul Duverge <raul.duverge@boston.gov>

287 Maverick St

1 message

John Casamassima <john.casamassima@gmail.com>

Sun, Apr 1, 2018 at 2:01 PM

To: Raul.Duverge@boston.gov

Cc: board@jeffriespoint.org, teshy413@aol.com, lydia.edwards@boston.gov

Hi Raul,

I won't be able to attend tomorrow's meeting regarding 287 Maverick St but I did want to pass along some comments as I'll see this massive building from my house on Sumner St.

The sheer size of this building in comparison to nearby houses and the lot size is grossly oversized. There is no setback and the building fills the lot with no landscaping or open space. There is no room for trees or for children to play and the building height is too high by at least one story....it is just a massive box.

The building should be brought to scale in comparison with the abutting properties and if it remains one larger building there should be a minimum of at least one parking spot per unit and they should be deeded to the units and not sold separately as they are doing on Bremen St.

I hope you'll agree that this building does not look like anything nearby and offers no benefit to the neighborhood. Additionally I see no need for so many variances so the developer can cash in on the neighborhood while sticking the abutters with a out of scale box.

Lastly, I'm still unsure why the BPDA is holding this meeting before it's gone before either the Gove St Civic Association or the Jeffries Point Neighborhood Association for a vote.

Thanks,
John Casamassima
Sumner St

Please excuse any typos, this was sent from my iPhone.



Raul Duverge <raul.duverge@boston.gov>

287 Maverick Street

1 message

Casey Silvia <caseysilvia@gmail.com>

Mon, Apr 9, 2018 at 9:01 AM

To: raul.duverge@boston.gov

Dear Mr. Duverge,

I am writing to express my concern about the proposed project at 287 Maverick Street in East Boston. As a homeowner on Sumner Street, I will be able to see this enormous building from my home, as will most of the rest of the area around me, and will have to deal with the impacts it will have on the surrounding neighborhood. The building itself is hugely oversized. It will tower over the surrounding 3 story properties, and the developer offers no justification for the deviance from the zoning code in this respect. There is also absolutely no open space, no setbacks, and no space for landscaping. This is inappropriate, especially considering the setbacks provided for in the code and the reason the code provides for those setbacks-- to provide light, air, and space between buildings, and to preserve the character of the neighborhood. There is also insufficient parking. This development is not located a block or two from the T, and as you know, in East Boston, our transit options are limited as compared to the rest of the city because we are separated from the rest of the city by the harbor. There should be 1 parking spot per unit, and those spots should be deeded to the units to ensure that the new residents in this 37 unit behemoth are actually using the parking provided for them as opposed to using the increasingly scarce street parking in jeffries point. Frankly, it is extremely surprising to me that this project was approved by the JPNA in light of its size, its lack of parking, its many unjustified requests for variances, and its numerous design problems. If built in this form, it would be essentially yet another giant box that adds nothing positive to the neighborhood.

Casey E. Silvia, Esq.
Sumner Street, Jeffries Point



April 30, 2016

Zoning Board of Appeal
City of Boston
1010 Massachusetts Ave, 4th FL
Boston, MA 02118

RE: 287 Maverick Street

To the Board of Appeal:

The Jeffries Point Neighborhood Association met on Monday, April 11th to discuss the project located at 287 Maverick Street. The demolition of an existing structure and building of a mixed use development. This building would consist of 37 condos with 31 traditional parking spaces as well as bicycle and scooter parking and 2,000 sq feet of commercial restaurant space. Broken out the project is 11-2BR units and 26-1BR units 5 units, or 13% under the Inclusionary Development Program, will be affordable. The JPNA Board requested that the builder and developer properly determine how to cantilever the building over the sidewalk so that support piers are not needed, and instead have an active sidewalk with trees and green space incorporated into the design. The developer also agreed to work to incorporate limited bike parking to encourage alternatives to driving to the restaurant.

A vote was taken and the community voted 12 in favor with 3 opposed, supporting this project. Please let us know if there are additional questions.

Sincerely,

Margaret Farmer & Renee Scalfini
Co-Chairs, Jeffries Point Neighborhood Association
Andrew Gelling, Mary Cole and Dave Aiken Board of Directors

CC:
Attorney Richard Llynds
Claudia Correa, Mayor's Office of Neighborhood Services
City Councilor Salvatore LaMattina

Gove Street Citizens Association

September 25, 2017

Christine Araujo, Chairwoman
Zoning Board of Appeals for the City of Boston
1010 Massachusetts Avenue, 4th Floor
Boston, MA 02118

RE: 287-293 Maverick Street, East Boston, Ward 1

Dear Chairwoman Araujo:

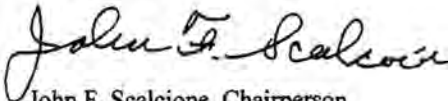
The Gove Street Citizens Association, representing the residents of Ward 1, Precinct 2 of East Boston, is writing to the City of Boston Zoning Board of Appeals to indicate the voting results of the following project proposed to be located at 287-293 Maverick Street, East Boston, Ward 1 in East Boston.

A proposal to demolish an existing vacant industrial building and erect a 5 story (with set-back) mixed-use development of 37 multifamily residential units and café/restaurant at ground level with 31 on-site parking spaces. This project is subject to a BPDA Article 80E-2 small project review.

At our August 28, 2017 monthly meeting, members in attendance, including direct abutters, voted in favor, 7 Yes to 2 No, to permit this project to proceed as presented.

Your consideration to this matter would be greatly appreciated.

Respectfully,



John F. Scalcione, Chairperson
Gove Street Citizens Association
36 Frankfort Street
East Boston, MA 02128
(617) 5693699
jack@scalciione.com

cc: Richard C. Lynds Esquire
Jose Garcia, Mayor's Office of Neighborhood Services

April 19, 2018

Raul Duverge
Boston Planning and Development Agency
One City Hall Square, 9th floor
Boston, MA 02201

RE: 287 Maverick Street, East Boston

Dear Raul:

My name is Allison Dibiasio Eng and I am the owner of 128 Everett Street, East Boston. I am one of the direct abutters located to the rear of the proposed project.

I have had the chance to review the plans on file for the proposed mixed-use development consisting of 37 residential units, 1 commercial unit and off street parking spaces located in the garage level. I feel that the proposed development will have a positive impact on the neighborhood. Further, I have had the chance to speak with the developers and I have full confidence in their ability to produce a high quality development.

I would like to go on record in full support of this proposal.

Thank you

Allison Dibiasio Eng
Allison Dibiasio Eng

May 14th, 2018

Raul Duverge
Boston Planning and Development Agency
One City Hall Square, 9th floor
Boston, MA 02201

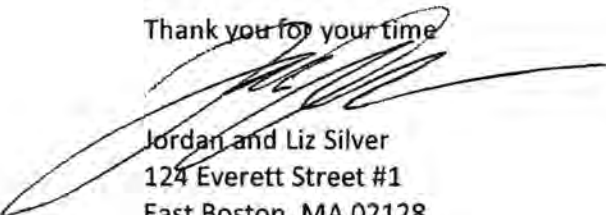
RE: 287 Maverick Street, East Boston

Dear Mr. Duverge:

We are the abutters of the proposed property located at 287 Maverick Street, East Boston. We have had the chance to attend meetings and review the plans for the proposed project.

We are writing today to express our full support for the project and look forward to seeing the completed development.

Thank you for your time



Jordan and Liz Silver
124 Everett Street #1
East Boston, MA 02128

April 19, 2018

Raul Duverge
Boston Planning and Development Agency
One City Hall Square, 9th floor
Boston, MA 02201

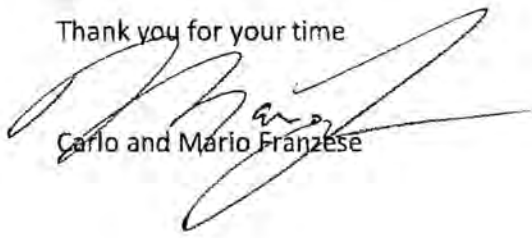
RE: 287 Maverick Street, East Boston

Dear Mr. Duverge:

We are the residents of 140 Everett Street, East Boston. We have had a chance to speak with the developer of 287 Maverick Street, East Boston and have had a chance to review the plans.

We are writing today to express our full support for the project and look forward to seeing the completed development.

Thank you for your time



Carlo and Mario Franzese

April 19, 2018

Raul Duverge
Boston Planning and Development Agency
One City Hall Square, 9th floor
Boston, MA 02201

RE: 287 Maverick Street, East Boston

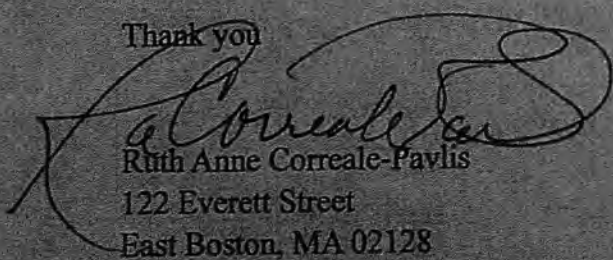
Dear Mr. Raul Duverge:

Please allow this letter to confirm my full support of the project located at 287 Maverick Street, East Boston.

I am direct abutter to the rear and next to the proposed development and a life long East Boston resident. I have reviewed the plans and spoken to the developers of the proposed project. The proposed development will allow for a neglected parcel of land to be re-developed into a much-needed mixed-use development that will have a positive impact on the neighborhood and the direct abutters.

Please accept this letter as my full support for the proposed development located at 287 Maverick Street, East Boston.

Thank you



Ruth Anne Correale-Pavlis
122 Everett Street
East Boston, MA 02128