



CITY of BOSTON

Martin J. Walsh, Mayor

To: Gary Webster, BPDA
From: Zach Wassmouth, PWD
Date: May 7, 2017
Subject: 1950 Washington Street SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 1950 Washington Street SPRA.

Coordination with Existing Boston Public Works Department Project:

The Boston Public Works Department (PWD) will be advertising a capital project (CIP 18-31) that includes the reconstruction of the sidewalks and roadway on Thorndike Street on May 14, 2018. A plan showing the proposed work on Thorndike Street is attached. Construction at this location is anticipated to commence within the next 3-12 months. The developer will be required to coordinate with PWD for any work associated with the 1950 Washington Street project within the limits of the CIP 18-31 project. Any work required by this development project within the limits of the CIP 18-31 project limits (i.e. utility connections) should be completed in advance of the PWD work. If work is not completed in advance of the PWD work, the developer will be responsible for the full curb-to-curb restoration of the roadway and full restoration of the sidewalks disturbed by the construction of the development within the CIP 18-31 project limits.

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. This shall be done, as referenced above, in coordination with the CIP 18-31 PWD project. 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.



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

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.

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. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

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. Again, the Developer shall coordinate with the PWD CIP 18-31 project.

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

Enclosure

CC: Para Jayasinghe, PWD

**PUBLIC WORKS DEPARTMENT**

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CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

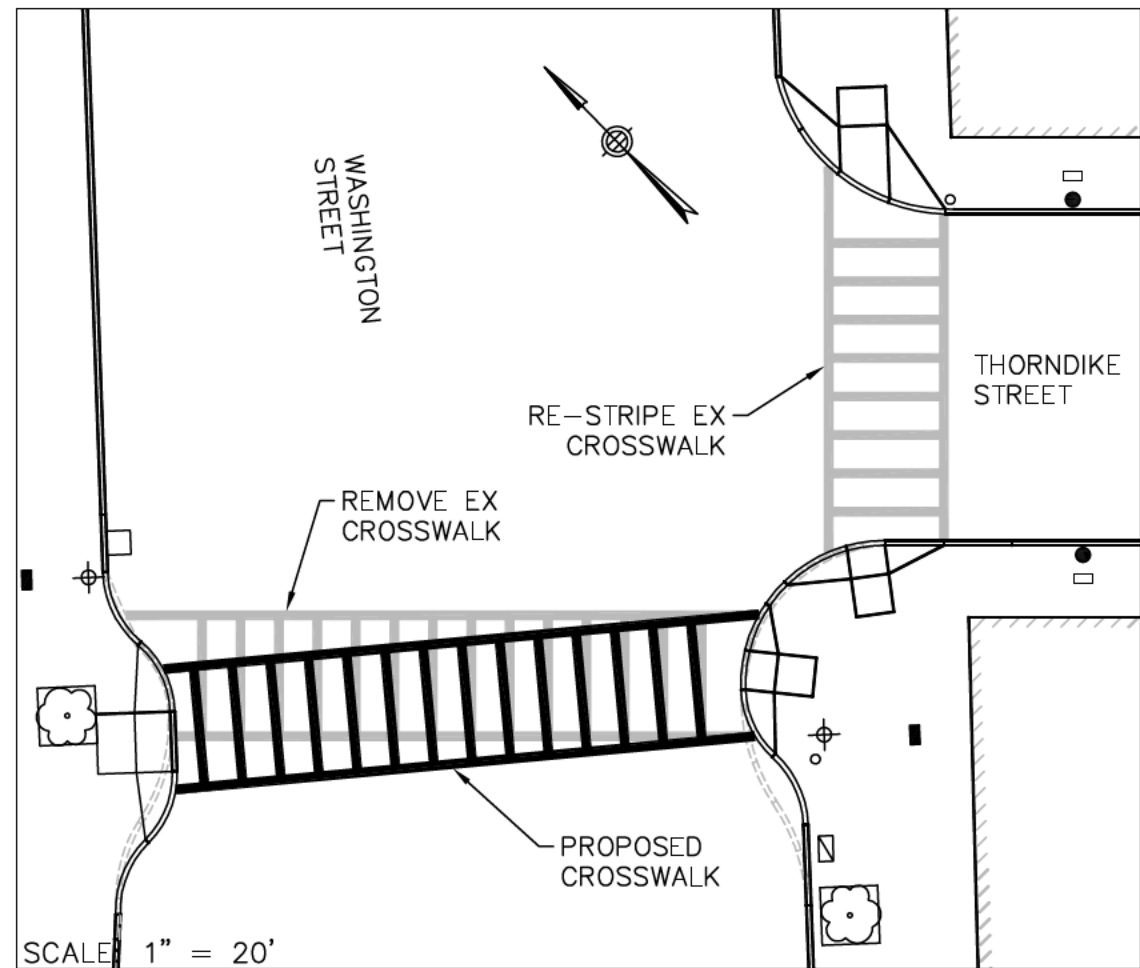
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EDGESTONE CURVE DATA				
CURVE	Δ	R	T	A
C20	86-09-17	6.00	5.61	9.02
C21	93-50-44	6.00	6.42	9.83
C22	88-25-33	6.00	5.84	9.26
C23	91-34-30	6.00	6.17	9.59
C24	45-34-23	10.00	4.20	7.95
C25	92-05-08	15.00	15.56	24.11
C26	47-32-45	10.00	4.40	8.30
C27	47-15-16	10.00	4.37	8.25

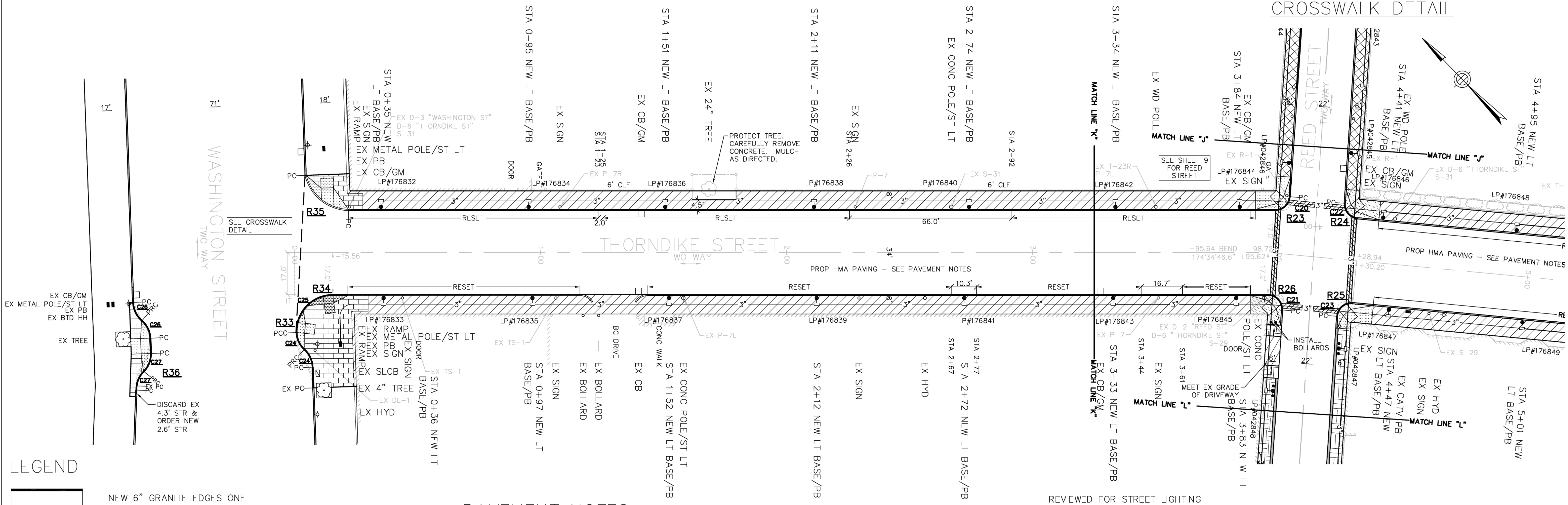
* CURVE TO BE CUT ON REVERSE.

GENERAL NOTES

- FOR PEDESTRIAN RAMP DETAILS, SEE SHEETS 13 & 14.
- ALL EXISTING STREET LIGHTING PULL BOXES WITHIN THE LIMIT OF CONSTRUCTION THAT ARE TO REMAIN SHALL BE FITTED WITH FIBERGLASS REINFORCED CONCRETE FRAMES AND COVERS AND WILL BE PAID FOR UNDER ITEM 811.363, PULL BOX FRAME AND COVER - SIDEWALK REMOVE AND REPLACE.
- RE-STRIPING PORTIONS OF EXISTING CROSSWALKS DISTURBED BY CONSTRUCTION WILL BE REQUIRED. FULL RE-STRIPING OF CROSSWALKS MAY NOT BE REQUIRED. A QUANTITY FOR ITEM 865.1 HAS BEEN INCLUDED IN THE ESTIMATE FOR ANY NECESSARY RE-STRIPING. THE CONTRACTOR SHALL RE-STRIP CROSSWALKS AS DIRECTED BY THE ENGINEER.
- PARKING SIGNS SHALL BE ANGLED 30 TO 45 DEGREES FACING TRAFFIC PER THE MUTCD.



CROSSWALK DETAIL



LEGEND

	NEW 6" GRANITE EDGESTONE
	EDGESTONE TO BE RELOCATED AND/OR REMOVED
	CEMENT CONCRETE- REPLACE WITH 6" CEMENT CONCRETE
	PROPOSED 6" CEMENT CONCRETE PEDESTRIAN RAMP WITH DETECTABLE WARNING PANEL

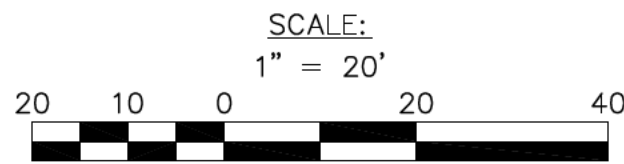
SURVEY BOOK: XXXX
REFERENCE PLANS: L-956 & YUNITS S-16 & S-21

R-3515-10

PAVEMENT NOTES

- RECLAIM EXISTING PAVEMENT AND BASE TO A DEPTH OF 10".
- REMOVE EXCESS AS REQUIRED.
- PREPARE TO PROPER GRADE AND COMPACT LEAVING A MINIMUM OF 6" RECLAIMED BASE..
- LAY 1 1/2" OF SUPERPAVE SURFACE COURSE 9.5(b) MM (SSC-9.5(b)) ON 2 1/2" OF SUPERPAVE INTERMEDIATE COURSE 19.0 MM (SIC-19.0) ON THE RECLAIMED BASE.

NOTE: RECLAIMED MATERIAL CAN BE MOVED FROM ONE STREET TO ANOTHER WITHIN THE PROJECT LIMITS IN ORDER TO PROVIDE SUFFICIENT ROADWAY BASE MATERIAL, AS DIRECTED BY THE ENGINEER.



PUBLIC WORKS DEPARTMENT
PART 1 OF 2 PARTS

SURVEY BY	PHILIP COSTA
DRAWN BY	JEFFREY ALEXIS
CHECKED BY	JOSEPH FLEURY
APPROVED BY	ZACHARY WASSMOUTH

CIP 18-31 SHEET 10 OF 16

CITY OF BOSTON PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION HIGHWAY RECONSTRUCTION	
THORNDIKE STREET	
ROXBURY WASHINGTON STREET TO HARRISON AVENUE	
SCALE: 1 IN. = 20 FT.	AREA: 1
DISTRICT: 10	DATE: MAY 2018
CITY ENGINEER	

BOSTON PRESERVATION ALLIANCE

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Peter Vanderwarker

Executive Director

Gregory J. Galer, Ph.D.

Mr. Gary Webster
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Re: 1950 Washington Street, Roxbury

Dear Mr. Webster,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 36 Organizational Members, 104 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has reviewed the Small Project Review Application submitted by 1950 Washington Street, LLC for the development proposal in Roxbury. The project includes the rehabilitation of the 1916 Striberg Furniture Store, a handsome masonry building anchoring the corner of Washington and Thorndike streets, and we applaud the proponent's vision to reactivate this 102-year-old building. While we do not oppose the additions proposed for the side and rear of the building, we encourage the proponent to reconsider the design of the addition to the top of the building. A more understated, elegant addition with a deeper setback would better highlight the features of the original architecture rather than overwhelm it. To that end, we also discourage the introduction of balconies on the front façade of the existing building.

Finding the right balance between preservation and new construction can be challenging, but with a little more attention to scale and detail we feel that this project could be a great example of how to do so in a thoughtful manner.

Thank you for your consideration.

Sincerely,



Greg Galer
Executive Director

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458
bostonpreservation.org

May 7, 2018



Gary Webster <gary.j.webster@boston.gov>

Re: Tim Long from 1950 Washington Street, LLC

L Michael Fleming

To: Michael Mirabile [REDACTED], Tim Long [REDACTED]

Cc: Gary Webster <gary.j.webster@boston.gov>

Wed, May 16, 2018 at 9:28 AM

Hi Gary -

Agree with Mike's comments below. Additionally, once the overall design was explained, the new building does align better than anticipated with the abutters. I withdraw my initial comments submitted on the website prior to our first meeting - and would move forward with supporting the current 1950 Washington project development.

Thanks,

Mike @ 1920 Washington Street, Unit 6 (abutter)

L Michael Fleming**Mobile:** [REDACTED]
[REDACTED]

[Quoted text hidden]



Gary Webster <gary.j.webster@boston.gov>

Re: Tim Long from 1950 Washington Street, LLC

Michael Mirabile [REDACTED]

Tue, May 15, 2018 at 4:36 PM

To: Tim Long [REDACTED]

Cc: L Michael Fleming [REDACTED] Gary Webster <gary.j.webster@boston.gov>

Hi Tim, happy to help

Gary, I would like to provide support for the 1950 project. We recently met with the team and went over the plans and I think the development of 1950 will help our neighborhood, bring in new neighbors who will help us increase positive changes already in place to make it a better neighborhood, too.

Be well,

Michael Mirabile
1929 Washington Street
Unit 4

Sent from my iPhone

[Quoted text hidden]



Gary Webster <gary.j.webster@boston.gov>

1948 1950 Washington view obstruction

1 me age

Douglas Price

To: Gary.J.Webster@boston.gov

Wed, May 23, 2018 at 7:38 PM

Hi Gary,

I am the owner of [8 Newcomb Street Unit 8](#) around the corner from this new development. I have sent in several letters regarding the obstruction the proposed development will cause to my view in sunset especially, as you can see in the attached picture. I have spoken to Michael a'hearn, the neighbor who made the initial protest in apparently the developer agreed to do something so as not to obstruct his View. I am the only other neighbor whose view would be obstructed completely as I am on floor 3 of the [8 Newcomb Street Building](#). I'm writing you to advise you of the letters we have sent and also to attach this image in hopes that you might help navigate this situation or at least introduce me to the developer who has yet to approach me personally despite multiple letters sent.

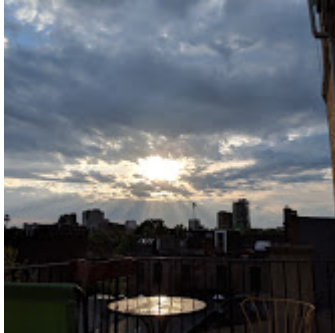
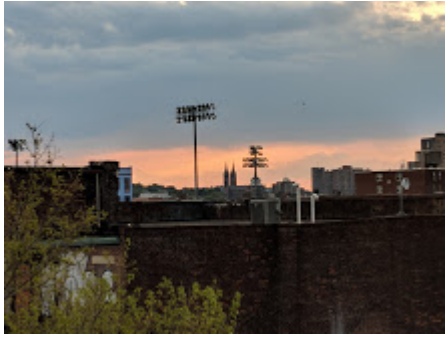
Thank you,

Douglas Price

3 attachments**IMG_20180523_192104.jpg**
3461K**MVIMG_20180523_192101.jpg**
5345K

5/29/2018

City of Boston Mail - 1948 1950 Washington view obstruction



IMG_20180523_190350_826.jpg
2256K

1950 Washington Street Public Comments via website form

Date	First Name	Last Name	Organization	Opinion	Comments
4/10/2018	Jason	Kaplan		Support	I support this project, as it provides higher-density housing near MBTA stops. This will increase MBTA usage, decrease personal car usage and help limit displacement?results that benefit all Bostonians.
4/12/2018	Mike	Fleming	Direct Abutter	Oppose	Hello - The direct abutters to the project have not received any notification of this proposal until this link was released today. We learned of this proposal via a side comment during a neighborhood meeting last week. The project has a direct impact to me and on our directly abutting buildings. I would object to the variances being requested at this time. Additionally, I believe the project would need a side and potentially front variances which have been ommitted (unless the zoning rules have changed) I believe other neighbors/abutters have similar concerns as we were all blindsided by this proposal. Thanks, Mike
4/12/2018	Rob	Dotson		Oppose	As an abutter and with a rooftop and an easement to build a roof deck, our unit will be directly affected by a new 20ft wall blocking our views to the south, which will lower our property values as well as salability and impact our privacy. I also feel that it would have been important to have been notified of these plans before submission, so our concerns could have been addressed. Shouldn?t there have been an abutters meeting before a general community discussion?
4/13/2018	Michael	Mirabile	Residential Owner	Oppose	I am concerned as an immediate abutter to the proposed lift parking garage about noise in such close proximity to our building. The variances required for the proposed plan are also a strong concern specifically on the front and side facade do not appear to have been requested. While I welcome development of our neighborhood I must stress there must be more communication and involvement from the developer to incorporate a shared vision in alignment with neighbors.
4/23/2018	Paul	Lordan	Neighbor	Oppose	I am an owner of a building adjacent to this proposed plan, and oppose the added height. I feel this would not only obstruct current views but also raise privacy concerns, since I have a top floor unit with an outdoor gathering space. Thanks. Paul
5/7/2018	Jacob	Oppenheim		Support	Lower Roxbury needs housing, streetwalls, and people on the street. This is an excellent step forward esp bringing affordable housing to areas close to jobs.
5/7/2018	Jacob	Oppenheim		Support	Lower Roxbury needs housing, streetwalls, and people on the street. This is an excellent step forward esp bringing affordable housing to areas close to jobs.
5/7/2018	Pawel	Latawiec		Support	I supporty this project and greater density throughout the Boston area. The increase in number of apartments, as well as the inclusion of four income-restricted units, will serve to provide housing opportunity to many new families. The location near a T-stop makes this a fine example of transit-oriented development and smart growth.
5/7/2018	Cyrus	Tehrani		Support	This is a great project that will turn a commercial space into 31 homes, including 4 income-restricted affordable homes. We need to be building housing where there currently is not in order to discourage displacement, attracting demand away from existing multifamilies. The current high level of demand of existing multifamilies enables flippers and rent increases. The best way to deter those practices is to provide people more, better options for places to live. This is also close to the Ruggles T station. We need to be building dense housing near transit. At grade parking allows for a more affordable way to accommodate parking requirements without needing to construct an underground garage, which would just make these homes less affordable. Please approve this project as proposed.