

# BOARD APPROVED

MEMORANDUM

JUNE 14, 2018

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

**FROM:** JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW  
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT  
REVIEW/GOVERNMENT AFFAIRS  
GARY J. WEBSTER, JR., PROJECT MANAGER  
MICHAEL CANNIZZO, SENIOR ARCHITECT  
LILLIAN MENSAH, PLANNER I

**SUBJECT:** 1950 WASHINGTON STREET, ROXBURY

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**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 1950 Washington Street in Roxbury (as further described below, the “Proposed Project”), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the “Code”); (2) enter into an Affordable Housing Agreement (“AHA”) in connection with the Proposed Project; (3) enter into a Community Benefit Contribution Agreement and take any other actions 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 City of Boston Zoning Board of Appeal on Petition BOA-794165 for zoning relief necessary to construct the Proposed Project with the proviso that the plans be submitted to the BPDA.

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

## **PROJECT SITE**

The Proposed Project is located at 1926-1928 and 1936-1948 Washington Street in Roxbury, an approximately 10,479 square foot site consisting of a masonry façade four-story building and an adjacent one-story metal structure currently being used for garage parking (the “Project Site”). The Project Site is located on the corner of Washington and Thorndike Streets, sitting directly across from Ramsay Park. The Project Site is within walking distance of Dudley Station and is well served by the MBTA’s Silver Line.

## **DEVELOPMENT TEAM**

Proponent: Community Development Corporation of Boston  
James Dilday, President

Architect: Roche-Christopher Architects, LLC  
Christopher Drew, Principal Designer

Consultant: MLF Consulting, LLC  
Mitchell Fischman, Principal

## **PROPOSED PROJECT**

CDC of Boston, Inc. (the “Proponent”) proposes to renovate the existing four-story structure, demolish the existing one-story metal garage and construct a new six-story, mixed-use building addition, totaling approximately 48,552 square feet on the Project Site. The building will contain thirty-one (31) residential homeownership units, 5,300 square feet of ground-floor retail and office space, and twenty-one (21) off-street garage covered parking spaces and storage for approximately thirty-one (31) bicycles.

As proposed, the thirty-one (31) residential homeownership units will consist of twenty-seven (27) market rate units and four (4) Inclusionary Development Policy Units (“IDP Units”). There will be a mix of unit-types, with ten (13) two-bedroom duplex units, fifteen (15) two-bedroom units, and six (6) studio units proposed.

The Proponent plans to commence construction of the Proposed Project in the fall of 2018. There are an estimated 40+/- construction jobs associated with the Proposed Project. The total development cost is approximately \$17,000,000.

## **ARTICLE 80 REVIEW PROCESS**

On April 6, 2018, the Proponent filed a Small Project Review Application with the BPDA for the Proposed Project, pursuant to Article 80E of the Code. A BPDA sponsored public meeting was held on April 25, 2018 at the Mandela Homes located at 1855 Washington Street in Roxbury, with the comment period concluding on May 7, 2018. The public meeting was duly advertised in the *Bay State Banner*.

## **ZONING**

The Project Site is located within the New Market IDA subdistrict of the Roxbury Neighborhood district, which is governed by Article 50 of the Code.

The Proposed Project will require zoning relief of the following:

1. Use (multi-family dwelling, retail, and accessory parking)
2. Insufficient off-street parking and loading
3. Dimensional Regulations (Floor Area Ratio excessive, Height excessive, Front Yard insufficient, Side yard insufficient, and Rear Yard insufficient)

## **MITIGATION & COMMUNITY BENEFITS**

The Proposed Project will provide many community benefits for the Roxbury neighborhood and the City of Boston. The Proponent has committed to a total of twenty five-thousand dollars (\$25,000) towards community benefits, which are described below:

1. Recipient: Fund for Parks and Recreation in Boston  
FID# 04-2784811
2. Use: Improvements and upgrades to Ramsay Park.
3. Amount: \$25,000
4. Timeline: \$25,000 contribution is due at building permit.

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

contribution payments shall be made to the BPDA upon issuance of the building permit by the City of Boston Inspectional Services Department (“ISD”) and will be distributed as outlined above.

**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. In this case, four (4) units within the Proposed Project will be created as IDP homeownership units (the “IDP Units”), half of which (2) will be made affordable to households earning not more than 80% of the Area Median Income (“AMI”) as based upon the United States Department of Housing and Urban Development (“HUD”), and half of which (2) will be made affordable to households earning more than 80% of AMI, but less than 100% of AMI. One (1) of these four IDP Units (40%) will be built out accessible under American with Disabilities Act (ADA) guidelines.

The proposed sizes, location and sales prices for the IDP Units are as follows:

<b>Unit Number and Location</b>	<b>Number of Bedrooms</b>	<b>Square Footage</b>	<b>ADA/Group 2</b>	<b>Percentage of Median Income</b>	<b>Sales Price</b>
Unit 2E, Floor 2	2 Bedroom	1,389		100% of AMI	\$281,600
Unit 2G, Floor 2	2 Bedroom	1,223		80% of AMI	\$217,000
Unit 3F, Floor 3	Studio	517		80% of AMI	\$147,100
Unit 4E, Floor 4	2 Bedroom	1,389	ADA/Group 2	100% of AMI	\$281,600

The location of the IDP Units will be finalized in conjunction with BPDA staff and outlined in the 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 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; and
- (2) Household size (a minimum of one (1) person per bedroom); and
- (3) First time homebuyers.

Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference also will 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 deed restriction will outline the formula for the resale price of the IDP Units, and the household income of any subsequent buyer of the IDP Units during this fifty (50) year period must fall within the applicable income and asset limits for each IDP Unit. The IDP Units may not be rented out before being purchased by an income eligible buyer. The BPDA or its successors or assigns will monitor the ongoing affordability of the IDP Units.

In addition, the Proponent is required to make a partial unit IDP contribution of \$6,000 to the IDP Special Revenue Fund (“IDP Fund”), held by the City of Boston Treasury Department, and managed by the City of Boston Department or Neighborhood Development. This payment will be made at the time of the building permit. Combined, this contribution together with the four (4) designated IDP Units satisfies fully the IDP requirements pursuant to the December 10, 2015 IDP.

## **RECOMMENDATIONS**

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the Proposed

Project; (2) enter into an ARHAR in connection with the Proposed Project; (3) enter into a Community Benefit Contribution 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 City of Boston Zoning Board of Appeal on Petition – BOA 794165 for zoning relief necessary to construct the Proposed Project with the proviso that the plans be submitted to the BPDA.

Appropriate votes follow:

**VOTED:** That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development consisting of the renovation of the existing four-story building, demolition of the existing one-story metal structure and construction of a new six-story mixed-use building addition, totaling thirty-one (31) residential homeownership units, 4,500 square feet of ground-floor retail space, 800 square feet of office space at 1926-1928 and 1936-1948 Washington Street in Roxbury (the "Proposed Project") in accordance with the requirements of Small Project Review, Article 80E, of the 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 an Affordable Housing Agreement for the creation of four (4) on-site Inclusionary Development Policy Units; and

**FURTHER VOTED:** That the Director be, and hereby is, authorized to execute a Community Benefit Contribution Agreement and execute 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 recommendation to the City of Boston Zoning Board of Appeals on Petition – BOA 794165 for zoning relief necessary, Approval with proviso that plans are submitted to the BPDA for design review approval, to construct the Proposed Project.

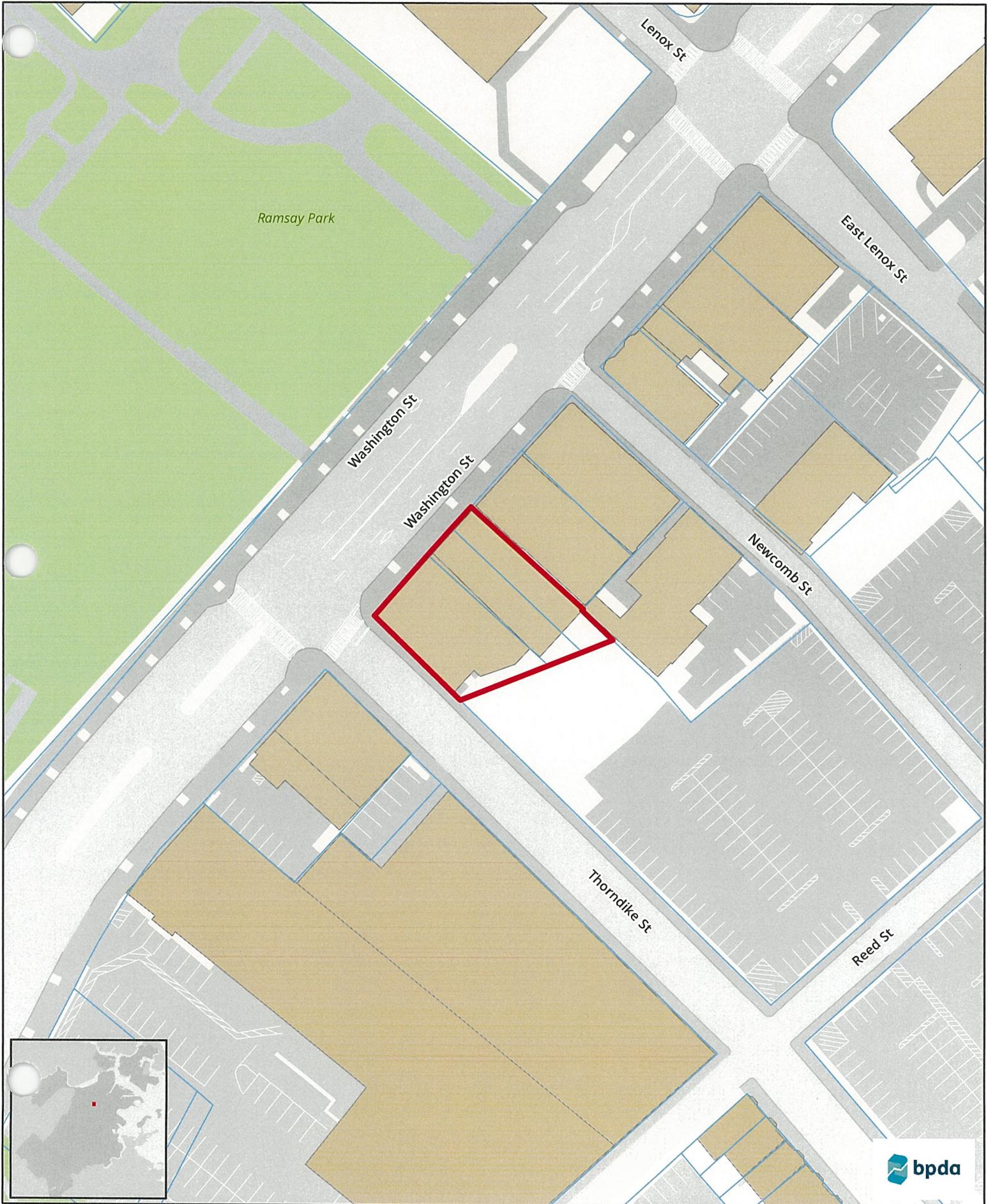
# 1950 Washington Street, Roxbury

1:1,000



# 1950 Washington Street, Roxbury

1:1,000





# 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

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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](mailto: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

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

**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation

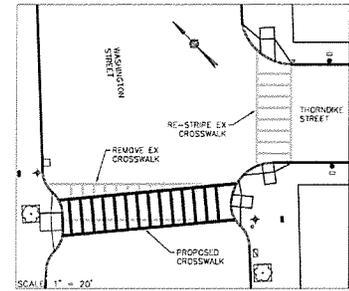
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EDGESTONE CURVE DATA				
CURVE	Δ	R	T	A
C20	86-09-17	6.00	5.61	9.02
C21	93-50-44	6.00	6.42	9.83
C22	88-25-33	6.00	5.84	9.26
C23	91-34-30	6.00	6.17	9.59
C24	45-34-23	10.00	4.20	7.95
C25	92-05-08	15.00	15.56	24.11
C26	47-32-45	10.00	4.40	6.30
C27	47-15-16	10.00	4.37	6.25

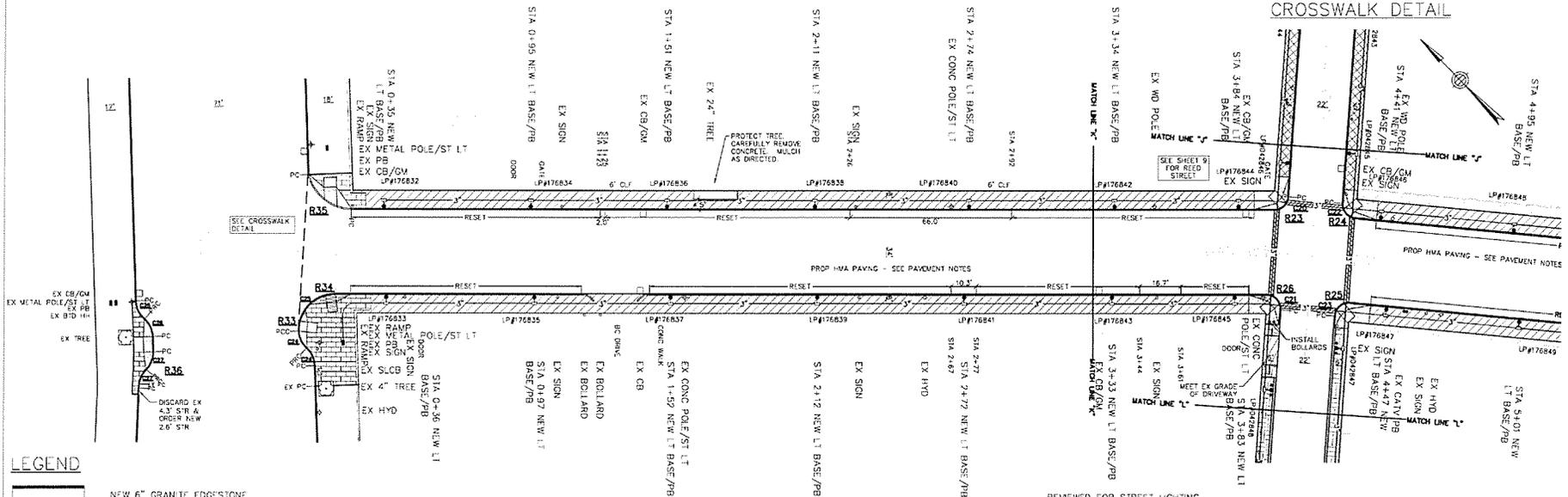
\* CURVE TO BE CUT ON REVERSE.

### 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 B11.363, 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 B65.1 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

### 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.

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

R-3515-10



REVIEWED FOR STREET LIGHTING

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

May 7, 2018

## Board of Directors

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Kay Flynn

Peter Goedecke

Miguel Gómez-Ibañez

Carl Jay

Michael LeBlanc AIA

David Nagahiro AIA

Regan Shields Ives AIA

Catharine Sullivan

Anthony Ursillo

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 Sriberg 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](http://bostonpreservation.org)

5/29/2018

City of Boston Mail - R Long from 1950 Washington Street, LLC

**B**

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

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**Re: Tim Long from 1950 Washington Street, LLC**

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**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]

[Quoted text hidden]

5/29/2018

City of Boston Mail - Re: Long from 1950 Washington Street, LLC

**B**

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

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**Re: Tim Long from 1950 Washington Street, LLC**

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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]

5/29/2018

City of Boston Mailbox 1950 Washington view obstruction

**B**

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

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## 1948 1950 Washington view obstruction

1 message

**Douglas Price** [REDACTED]  
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

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### 3 attachments

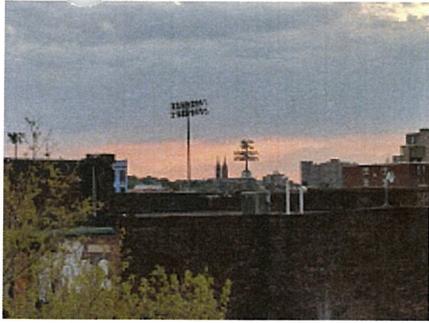


**IMG\_20180523\_192104.jpg**  
3461K

**MVIMG\_20180523\_192101.jpg**  
5345K

5/29/2018

City of Boston Mail: 8 1950 Washington view obstruction



**IMG\_20180523\_190350\_826.jpg**  
2256K

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 abbuter 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 suppory 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.