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## Fwd: 135 Dudley

1 message

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From: **Rita Nethersole**  
Date: Mon, Nov 18, 2019 at 11:48 AM  
Subject: 135 Dudley  
To: [michael.a.sinatra@boston.gov](mailto:michael.a.sinatra@boston.gov) <[michael.a.sinatra@boston.gov](mailto:michael.a.sinatra@boston.gov)>

I was out of the country during the comment period, but would like to add my comments.

I am concerned that the developer has not been in touch with the abutting neighborhood association, Tommy's Rock Neighborhood Association to discuss this. TRNA is an active and pro-active neighborhood association and has many concerns about this project and the impact that it will have upon our community.

I absolutely support more housing in our community, especially affordable home-ownership opportunities. However, it is important that these opportunities are provided in a way that supports the existing community, not destroy it. Plopping 160 families into Dudley/Nubian Square without significant infrastructure improvements and design adjustments is detrimental to both the business environment of Dudley as well as the neighborhoods around it.

I totally support development, but not overdevelopment, which this project is. It asks for a number of very significant variances. These are important because these variances were put in place to protect this community from rampant, profit-driven overdevelopment. The most serious variances are:

1. FAR – the proposal calls for a variance to the floor area ratio. The current limit is 2.0 and this proposal asks for 4.96, a 150% increase above the current zoning. This is absolutely excessive and needs to be brought back to around 2.0.
2. Height – the proposal call asks for a variance on building height. Current zoning allow3 55 ft, and this proposal asks for 95. Again, this is almost double the current limit and is excessive and in combination with other construction in the area will create a canyon as you approach Dudley Square. The buildings will tower over everything else in the area including the Boys & Girls Club fields.
3. Rear Yard – the current zoning calls for 20ft, this proposal asks for 4ft and combined with the height, means these building will encroach on our homes.

I am also very concerned about parking and traffic. The proposal, in line with Transit Oriented Development, has few parking spaces, compared to the potential usage. While residents may not own cars, they will have family and friends who do and that parking will spill onto the nearby streets, and the search for parking will clog our streets, and create logjams on our streets. 160 families means a lot of Uber/Lyft/The Ride traffic, easily 60 a day, and there are no provisions along Washington Street to allow them to pull out of traffic to wait. A development like this needs rear loading space, but

in addition, needs front unloading space for passengers, otherwise they will simply stop on already gridlocked Washington Street to pick up and discharge passenger. It needs to be designed like a hotel, with room for 4-5 cars to wait.

I would like to support this proposal, but cannot as it stands. In order to get my support (and many of my neighbors'), the proposal needs to reduce the FAR, decrease overall height, increase the rear yard space, and provide hotel-like unloading space for passengers.

Sincerely,

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Rita Poussaint Nethersole

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**boston planning &  
development agency**

**Michael Sinatra, MPA**

*Project Manager*

617-918-4280

[michael.a.sinatra@boston.gov](mailto:michael.a.sinatra@boston.gov)

**Boston Planning & Development Agency (BPDA)**

One City Hall Square, 9th Floor | Boston, MA 02201

[bostonplans.org](http://bostonplans.org)

## Boston Planning & Development Agency Memorandum

TO: Mike Sinatra

FROM: Katie Pedersen

DATE: November 1, 2019

RE: 135 Dudley Street  
Boston, Massachusetts  
Project Notification Form

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I have reviewed the Project Notification Form (the “PNF”) dated September 27, 2019 and submit the following comments for the Environmental Protection component. Cruz Development Corp (the “Proponent”) proposes the construction of an approximate 233,016 gross square foot project comprised of two buildings with 160 residential housing units and 15,512 square feet of commercial and office space as well as 270 parking spaces (the “Proposed Project”).

### Wind

A qualitative analysis of the pedestrian level wind shall be conducted for existing (No-Build) and Build conditions. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project and shall identify wind velocities that are expected to exceed acceptable levels, including the Boston Planning & Development Agency’s (the “BPDA”) guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time.

Particular attention shall be given to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and existing and proposed buildings in the vicinity of the Proposed Project, the existing and proposed sidewalks and walkways within and adjacent to the Proposed Project and existing and proposed plazas, park areas and other open space areas within and in the vicinity of the Proposed Project.

The wind impact analysis shall evaluate the following conditions:

1. No-Build - the existing condition of the Proposed Project site and environs to establish the baseline condition.
2. Build Condition – the Proposed Project as described in the PNF
3. Alternative Build Condition – any alternative development concepts to the Preferred Build Condition required to be studied

Wind speeds shall be measured in miles per hour (mph) and for areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact(s) shall be identified and if appropriate,

tested. The Proponent shall be required to provide a list of all “planned” projects that have been included.

### Shadow

The Proponent conducted a shadow analysis for the existing (No-Build) and Build Conditions for the hours of 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. in the summer and fall.

The shadow impact analysis examined the existing shadows and the incremental effects of the Proposed Project on existing and proposed public open spaces as well as sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project site.

The shadow impact analysis evaluated the following conditions:

1. No-Build - the existing condition of the Proposed Project site and environs to establish the baseline condition.
2. Build Condition – the Proposed Project as described in the PNF.
3. Alternative Build Condition – any alternative development concepts to the Preferred Build Condition required to be studied.

Please provide a list of the projects that are “planned” projects that have been included.

### Solar Glare

The Proponent has stated that the Proposed Project design does not include the use of highly reflective glass or other reflective materials on the building facades, those that would result in adverse impacts from reflected solar glare. Thus the Proponent shall not be required to conduct a solar glare analysis at this time.

### Daylight

(Please refer to Urban Design’s comments)

### Air Quality

The Proponent has stated that an air quality analysis shall be conducted to analyze the existing air quality in the Proposed Project area, predict the worst-case air quality impacts from the Proposed Project’s fuel combustion equipment and standby generators, and evaluate the potential impacts of the Proposed Project-generated traffic on the air quality at the most congested local intersections. The Proponent has further stated that the worst-case air quality impacts from the Proposed Project’s are found in the enclosed parking garage. However, the impacts are not expected to have an adverse impact on air quality.

Finally, if deemed necessary, mitigation measures designed to minimize or avoid any violation of state or federal ambient air quality standards shall be included and a description provided.

### Noise

The Proponent has stated that a noise study will be conducted to determine whether the operation of the Proposed Project will comply with the Massachusetts Department of Environmental Protection (DEP) Noise Policy and City of Boston Noise Regulations. Further, the Proponent has committed to implementing mitigation measures, as deemed necessary, so as to comply with the applicable sound level limits. The Proponent shall be required to demonstrate that the Proposed Project will not create a noise nuisance condition and will fully comply with the sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and Housing and Urban Development's (HUD) Residential Site Acceptability Standards.

### Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be "certifiable" under the most appropriate United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

Please see the letter from the Interagency Green Building Committee (IGBC).

**Boston Water and  
Sewer Commission**



980 Harrison Avenue  
Boston, MA 02119-2540  
617-989-7000

October 23, 2019

Mr. Michael Sinatra, Project Manager  
Boston Planning & Development Agency  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA. 02210

Re: 135 Dudley Street, Roxbury  
Project Notification Form

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed redevelopment project located at 135 Dudley Street in the Roxbury neighborhood of Boston. This letter provides the Commission's comments on the PNF.

The proposed project site is located on a parcel of land totaling approximately 1.6 acres. The site is currently a vacant parking lot that was occupied by an electroplating facility from 1955 to 1994. The project proponent, Cruz Development Corporation (Cruz), proposes a mixed-use project consisting of 160 apartments in two separate buildings with an overall floor area of approximately 346,716 gross square feet (gsf). The buildings street level will have commercial space, office space, a restaurant and other tenant amenities. A parking garage for approximately 270 vehicles within the building is also proposed. The smaller, six-story, building will have 55 apartment units and the larger, nine-story building, will contain 105 condominium units. The apartment units in both building will have either one, two or three bedrooms.

For water service, the Commission owns and maintains two water main in Dudley Street. The first main is a 24-inch pit cast iron water transmission main that was installed in 1871 and cleaned and cement lined in 1976. This water main is part of the Commission's Southern Low pressure zone. The second water distribution main is a 16-inch ductile iron cement lined pipe that was installed in 1990. This water main is connected to the Southern High pressure zone.

The Commission's sewer and drain facilities in Dudley Street are a 48-inch by 32-inch sanitary sewer and a 24-inch storm drain. The Police Station also has private sewer and storm drain along the easterly side of the building that connects to the Commission's facilities in Dudley Street.

The PNF states that daily water demand for the proposed project is estimated to be 37,581 gallons per day (gpd) and wastewater generation will be 34,164 gpd.



## General

1. Prior to the initial phase of the site plan development, Cruz should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at Cruz's, expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>





5. The Commission will require Cruz to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Cruz to inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
6. It is Cruz's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Cruz must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. Cruz must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Cruz should also provide the methodology used to estimate water demand for the proposed project.
2. Cruz should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Cruz should consider outdoor landscaping which requires minimal use of water to maintain. If Cruz plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. Cruz is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Cruz should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. Cruz will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. Cruz is advised to consult with Mr. James Florentino, Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Cruz should contact the Commission's Meter Department.

#### Sewage / Drainage





1. In conjunction with the Site Plan and the General Service Application Cruz will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
  - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
  - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
  - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Cruz is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
3. The Commission encourages Cruz to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Cruz is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Cruz will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. Cruz must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25

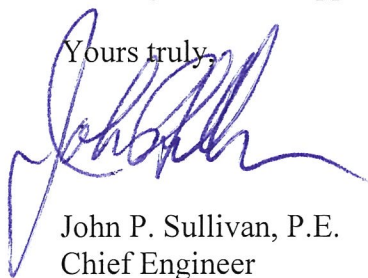


inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Cruz will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that Cruz install a permanent casting stating “Don’t Dump: Drains to Boston Harbor” next to any catch basin created or modified as part of this project. Cruz should contact the Commission’s Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. Cruz is advised to consult with the Commission’s Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.  
Chief Engineer

JPS/RJA

cc: J. Cruz, Cruz Development Corp.  
M. Zlody, BED via e-mail  
K. Ronan, MWRA via e-mail  
C. McGuire, BWSC via e-mail  
F. McLaughlin, BWSC via e-mail

## MEMORANDUM

**TO:** Michael Sinatra, Project Manager  
**FROM:** John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning  
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow  
Ryan Walker, Smart Utilities Program - Associate  
**DATE:** October 28, 2019  
**SUBJECT:** 135 Dudley Street - **Smart Utilities Comments – PNF**

### **Comments and request for additional information:**

Thank you for your submission of a Smart Utilities Checklist for the 135 Dudley Street project. Below are our comments and requests for additional information. Please update the Checklist using the edit link and/or send any diagrams to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov).

- **Green Infrastructure:**
  - Please provide a diagram indicating where Green Infrastructure will be located and indicate the capacity associated with each installation. (See Checklist Part 4)
- **Smart Street Lights:**
  - We are looking for a Smart Street Lights diagram (See Checklist Parts 6 and 7) that indicates the following:
    - The main electricity loop that will power the lights and where the connection between this loop and the electricity in the right of way will occur.
    - "Shadow" conduits running next to the main electricity loop, with capacity for the additional electricity and fiber to comply with Smart Streetlight capability; and hand holes for access to these conduits.
    - Where these conduits would connect in the future to electricity and fiber in the right of way.
- **Smart Utility Standards:**
  - Please provide a diagram indicating where proposed utility infrastructure laterals will be located, showing how utilities will be extended into each building from the right of way. This includes: water, sewer, electric, gas and telecom. (See Checklist Part 7)

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Manuel Esquivel.

### **Context:**

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as

applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* (“SUS”). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this template first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project’s website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

**Table 1** - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
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<b>District Energy Microgrid</b>	Energy system for clusters of buildings. Produces electricity on development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
<b>Green Infrastructure</b>	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
<b>Adaptive Signal Technology</b>	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
<b>Smart Street Lights</b>	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
<b>Telecom Utilidor</b>	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.

**Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the Smart Utilities Policy for Article 80 Development Review (Note: This table is only for informational purposes. Please refer to the complete Smart Utilities Policy for Article 80 Development Review to review the details.)**

	<b>Article 80 Size Threshold</b>	<b>Other specifications</b>
<b>District Energy Microgrid</b>	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
<b>Green Infrastructure</b>	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
<b>Adaptive Signal Technology</b>	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
<b>Smart Street Lights</b>	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole

<b>Telecom Utilidor</b>	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor
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Michael Sinatra &lt;michael.a.sinatra@boston.gov&gt;

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## Article 80 Large Project Review Submission: 135 Dudley Street- Roxbury

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**Courtney Sharpe** <courtney.d.sharpe@boston.gov>  
To: Michael Sinatra <michael.a.sinatra@boston.gov>  
Cc: Kara Elliott-Ortega <kara.elliott-ortega@boston.gov>

Tue, Oct 15, 2019 at 1:35 PM

Hi Mike,

Thanks for putting this together. The comments I shared earlier today were:

- I have concerns about the perception of the side park it being a private space rather than open to the public and in coordination with the library (as is the stated objective of the developer).
- From a public safety perspective, I have concerns about the closed-off nature of the side park being inviting for persons engaging in illicit activities.
- From a programming perspective, I would like to know their plans for the programming and management of the window boxes for art use and the suggested stage use of the rear of the side park.
- Related to the rear/side exteriors of the garage, more detail is needed. It should not be just a blank wall that turns its back to residents and community members. With respect to it also abutting a courthouse, if a mural of a hopeful image could be incorporated that might also have more positive impacts than a multistory blank wall.
- Seconding other requests, sections/elevations of the front and rear of the side park as well as access from the driveway where the traffic light is (to enter the garage) should be provided.

Thank you,  
Courtney

[Quoted text hidden]

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**Courtney D. Sharpe**  
Director of Cultural Planning  
Mayor's Office of Arts and Culture, City of Boston

(e) [courtney.d.sharpe@boston.gov](mailto:courtney.d.sharpe@boston.gov)  
(w) 617.635.1461  
(p) she/her/hers

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Date	First Name	Last Name	Organization	Opinion	Comments
10/26/2019	Lorraine	Payne Wheeler	Roxbury Path Forward Neighborhood Association	Support	I am a member of the RSMPOC and attended the recent community meeting at the Shelburne Ctr. I join with other members of the Roxbury community in supporting this project above many others because of the developer's commitment to affordable homeownership and rental units. Homeownership is the best way to make sure that the present population is able to continue living here. There is also over \$100,000 in community benefits and 10 years of free rent for the NAACP. I do have some questions about the design, most of which the developer talked about at the meeting. 1) the design is a little boxy- Could the architect take on more influence from the historic, unique buildings in Dudley Sq. 2)the roof looks like a wide expanse of bland flatness- Could changes be made to make it look like the nearby historic buildings 3) the single private way entrance to the site from Warren St. is currently used by the police, courthouse judges and staff, and the employees and parents of the Boys and Girls Clubs (BGCB). It will be dangerous to add public parkers and more drivers by dividing the private way for the garage entrance. Frankly, the company preparing the traffic study and counting cars is not familiar with traffic in Roxbury and their statistics are not believable. If you drive in Roxbury, you have either been trapped behind a school bus near the BGCB or you've seen the way parents form a line of cars in the private way to wait for a school bus or pick up a child. Moving the parents out of the private way will just block Warren St. The private way is also used for sports at BGCB on the weekend. After construction, the residents will park there during the weekend. There is also a role for the Boston Transportation Dept. (BTD) because it looks like the on-street parking lane near the library and the courthouse is being replaced by a bike lane. Where will on-street parkers go? Will those cars park in the new garage adding to the cars using the private way? At the meeting Cruz committed to meeting with the courthouse, library and BGCB to ameliorate these issues.
10/18/2019	Giuseppe	Di Caprio		Oppose	In section "1.3.13 Construction Impacts Analysis" the proponents write "Construction is expected to commence in the 1st Quarter 2023 and to be completed in the 2nd Quarter of 2025." It is three and a half years from now!!! In the same round of applications, other applicants will begin construction in August 2020 for 75 Dudley, and Fall 2020 for 2147 Washington Street. I don't understand why this application was chosen to start with, the proponents have a terrible track record. Their proposal for 95 affordable units on 280-290 Warren was approved in 2016 and they haven't even started ( <a href="http://www.bostonplans.org/projects/development-projects/280-290-warren-street">http://www.bostonplans.org/projects/development-projects/280-290-warren-street</a> ).
10/5/2019	Carol	Dotten		Support	I love it
10/4/2019	solmon	chowdhury	shanti Acquisition llc.	Support	as board member and business owner in Dudley sq. i would like to strongly support this project. we need to bring more residence and foot traffic To Dudley sq. for the business to thrive.