

MEMORANDUM

BOARD APPROVED

JANUARY 17, 2019

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
AISLING KERR, ASSISTANT PROJECT MANAGER

SUBJECT: 21 - 35 WEST SECOND STREET, SOUTH 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 21 - 35 West Second Street in the South Boston neighborhood of Boston (as further described below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); (2) execute and deliver an Affordable Rental Housing Agreement and Restriction ("ARHAR") in connection with the Proposed Project; (3) execute and deliver a Community Benefit Contribution Agreement and take any other related actions 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 City of Boston Zoning Board of Appeal on Petition BOA - 904721 for zoning relief necessary to construct the Proposed Project with the proviso that the plans be submitted to the BPDA and be subject to ongoing design review.

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

PROJECT SITE

The site of the Proposed Project is an approximately 10,183 square foot triangular surface parking lot located at the intersection of West Second Street and Athens Street near Dorchester Avenue in the West Broadway neighborhood of South Boston (the "Project Site").

DEVELOPMENT TEAM

The Development Team for the Proposed Project consists of:

Proponent: Zero Athens, LLC
c/o Transom Real Estate, LLC
Peter Spellios, Neal Howard, Bryan Lee

Design Architect: Höweler + Yoon Architecture
Eric Höweler, AIA

Architect of Record: VMY Architects, LLC
Marquis G. Major

Landscape Architect: GroundView
Wilson Martin

Legal Counsel: McDermott, Quilty, & Miller LLP
Joseph P. Hanley, Esq.
Nicholas J. Zozula, Esq.

Surveyor: WSP
F. Lawton Struble III

DESCRIPTION AND PROGRAM

Zero Athens, LLC (the "Proponent") proposes the construction of a new, six (6)-story building totaling approximately 49,928 square feet of gross floor area, and containing approximately fifty-five (55) residential rental units, approximately 2,600 square feet of ground-floor retail space, and two (2) on-site parking spaces to support a building managed car share service for residents (the "Proposed

Project"). The car share parking and loading area will be entered and exited via Athens Street.

The Proposed Project is located within a two (2) minute walk of the Broadway MBTA Station, which provides residents with access to the 9, 11, and 47 bus routes as well as the Red Line rapid transit line. In availing of the project site's proximity to public transportation, and in consultation with the City of Boston Transportation Department, the Proponent has committed to undertake the available steps to preclude this property from becoming eligible for Resident Permit Parking.

ARTICLE 80 REVIEW PROCESS

On October 26, 2018, the Proponent filed a Small Project Review Application ("SPRA") with the BPDA, pursuant to Article 80E of the Code. The BPDA hosted a public meeting to discuss the Proposed Project on November 13, 2018, in the community room at 50 West Broadway, South Boston, MA 02127. The public comment period in connection with the Proponent's submission of the SPRA concluded on November 30, 2018.

The public meeting was duly advertised in the relevant neighborhood newspapers (*South Boston Online* and *South Boston Today*), posted to the BPDA calendar and website, and notice was sent to all of the BPDA's South Boston neighborhood update subscribers. The Mayor's Office of Neighborhood Services and local elected officials and their staff were also notified of the meeting.

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone B, as defined by the IDP. As a result, the Proposed Project will comply by providing seven (7) IDP rental units (the "IDP Units"), or 13% of the Proposed Project, which will be made affordable to households earning not more than 70% of the Area Median Income ("AMI"). The proposed size, location, and rents for the IDP Units are as follows:

<i>Unit Number and Location</i>	<i>Number of Bedrooms</i>	<i>Square Footage</i>	<i>Percentage of Median Income</i>	<i>Compact Unit*</i>	<i>Rents</i>	<i>ADA/Group 2</i>
201, 2 nd Floor	Studio	551	70%		\$1,094	
211, 2 nd Floor	One Bedroom	727	70%		\$1,277	
305, 3 rd Floor	Studio	450	70%		\$1,094	Group 2
308, 3 rd Floor	One Bedroom	605	70%	Yes	\$1,149	
409, 4 th Floor	One Bedroom	752	70%		\$1,277	
506, 5 th Floor	Studio	450	70%		\$1,094	
511, 5 th Floor	One Bedroom	727	70%		\$1,277	

*Units that meet guidelines under the Compact Unit Policy are rented at 90% of the standard rent for that particular sized unit.

The location of the IDP Units will be finalized in conjunction with BPDA staff and outlined in the Affordable Rental Housing Agreement and Restriction ("ARHAR"), and rents and income limits will be adjusted according to BPDA published maximum rents and income limits, as based on HUD AMIs, available at the time of the initial rental 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 ARHAR must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission ("BFHC") at the time of building permit issuance. 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

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 Affirmative Fair Housing Marketing Plan (the "Plan") by BFHC and the BPDA. An affordability covenant will be placed on 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 renter and rent of any subsequent rental of the IDP Units during this fifty (50) year period must fall within the applicable income and rent limits for each IDP Unit. IDP Units may not be rented out by the Proponent prior to rental to an income eligible tenant, and 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 \$45,000 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 seven (7) designated IDP Units, satisfies fully the IDP requirements pursuant to the December 10, 2015 IDP.

MITIGATION AND COMMUNITY BENEFITS

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

MITIGATION

- The Proposed Project will provide over 1,600 square feet of additional outdoor seating, public space, street lighting, and associated streetscape improvements contributing to the beauty and safety of the neighborhood;
- Improve pedestrian safety by adding sidewalks around the perimeter of the Project Site;
- Potential creation of up to twelve (12) new on-street parking spaces for visitor and/or South Boston resident parking along this section of West Second and Athens Streets; and
- Provide enclosed bicycle parking for approximately sixty-one (61) bicycles.

COMMUNITY BENEFITS

In addition to the aforementioned mitigation, the Proponent has committed up to Fifteen Thousand Dollars (\$15,000.00) for the study, design and implementation of the above-detailed on-street parking improvements. The Proponent's transportation engineer, Howard Stein Hudson, has already completed studies demonstrating the potential for creation of up to twelve (12) new on-street parking spaces for visitor and/or South Boston resident parking along this section of West Second and Athens Street. Upon issuance of the building permit for the Proposed Project, the Proponent (through its transportation engineer, Howard Stein Hudson) shall work with the Boston Transportation Department ("BTD") and BPDA Transportation Planning staff to design these improvements and assist in implementation.

The Proponent has also committed to supporting transportation improvements in the project vicinity, as suggested in the PLAN South Boston Dorchester Avenue, by making a contribution totaling Twenty Thousand Dollars (\$20,000) for implementation by the BPDA and BTD, payable at issuance of initial Building Permit.

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

ZONING

The Project Site is located within the South Boston Neighborhood Zoning District and the MFR/LS (Multifamily Residential/Local Services) Subdistrict. It is governed by Article 68 of the Code and is also subject to Article 27S, Section 5, South Boston Interim Planning Overlay District.

The Proposed Project will require zoning relief for the following:

1. Art. 68, Section 33 – Off Street Parking Insufficient
2. Art. 68, Section 8 – Floor Area Ratio Excessive
3. Art. 68, Section 8 – Height Requirement Excessive
4. Art. 68, Section 8 – Usable Open Space Insufficient
5. Art. 68, Section 8 – Side Yard Setback Insufficient
6. Art. 68, Section 8 – Rear Yard Setback Insufficient
7. Art. 27S, Section 5 – South Boston IPOD Applicability

RECOMMENDATION

BPDA staff recommends that the BPDA authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 21 – 35 West Second Street in the South Boston neighborhood of Boston (as further described below, the “Proposed Project”), in accordance with Article 80E, Small Project Review, of the Code for the Proposed Project; (2) execute and deliver an ARHAR in connection with the Proposed Project; (3) execute and deliver a Community Benefit Contribution Agreement and take any other related actions 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 City of Boston Zoning Board of Appeal on Petition BOA – 904721 for zoning relief necessary to construct the Proposed Project with the proviso that the plans be submitted to the BPDA and be subject to ongoing design review.

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 at 21 – 35 West Second Street project in South Boston (the “Proposed Project”), in accordance with the requirements of Article 80E, Small Project Review, of the Code, subject to continuing design review by the BRA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and deliver an Affordable Rental Housing Agreement and Restriction (“ARHAR”) for the creation of seven (7) on-site Inclusionary Development Policy Units; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and deliver a Community Benefit Contribution Agreement and execute and deliver any and all 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 - 904721 for zoning relief necessary in connection with the Proposed Project: APPROVAL WITH PROVISIO: that the plans be submitted to the BPDA and be subject to ongoing design review.

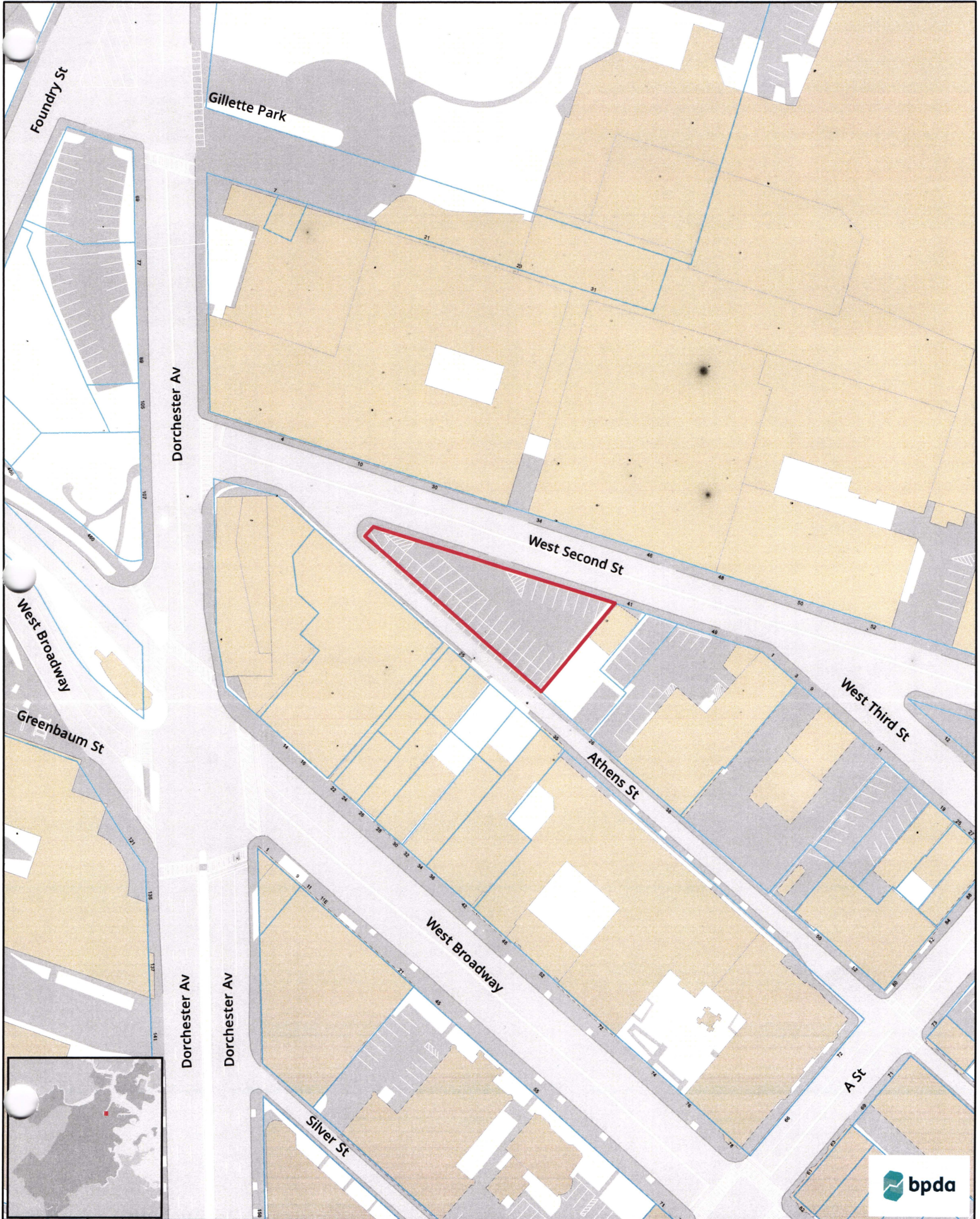
21-35 West Second Street, South Boston

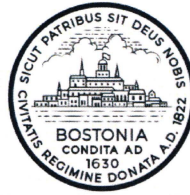
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21-35 West Second Street, South Boston

1:1,200





MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

November 26, 2018

**RE: 21-35 W Second Street, South Boston, MA 02127
Small Project Review Application
Boston Planning and Development Agency**

The Disability Commission has reviewed Small Project Review Application that was submitted for 21-35 W Second Street, in South Boston, MA. Since the proposed project is planned to be a vibrant destination area for housing and commercial retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: *Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.
 - Per the Inclusionary Development Policy, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation.

▪ **ACCESSIBLE BUILDING AMENITIES:**

- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
- Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.
- We would support installing benches that have full back support and armrests to assist in sitting and standing, in the exterior plaza space.



▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- The development is proposing a “private car share” program. Under Title III of the Americans with Disabilities Act, upon request, the program would be required to provide accommodations for persons with disabilities. Proponents should anticipate this requirement and provide information to tenants regarding the proposed accommodation policy.
- As the development will not be providing any on-site accessible parking, we ask that the Proponents provide tenants with information about the City of Boston’s Resident On-Street Accessible Parking Program. For more information please contact our office at 617-635-3682.
- Please confirm that the sidewalk adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.
- Please consider the installation of an audio/visual garage warning system on the exit approaches from the garage.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- The mid-block crossing on W Second Street is currently non-compliant, as it leads into an existing driveway and does not have compliant pedestrian ramps. We would support improving this condition.
- It is currently unclear whether existing and proposed conditions on both W Second Street and Athens Street meet the minimum requirements of 521 CMR Section 20.00: *Accessible Route*.
 - We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (tree pits, retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.
- Please provide detailed and dimensioned landscape plans demonstrate the development’s compliance with Boston Complete Streets.
 - Updated plans should reflect bringing reciprocal pedestrian ramps into City of Boston reconstruction standards.
- Please provide details on all walkways and plazas within the Site, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for ease of maintenance.

▪ **COMMUNITY BENEFITS**

- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **WAYFINDING**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.
- Public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including [the Boston Complete Streets Guidelines](#) , [Massachusetts Architectural Access Board 521 CMR](#), and the [Americans with Disabilities Act](#).

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" ("*easily accomplishable and able to be carried out without much difficulty or expense*").

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

REVIEWED BY:

Patricia Mendez AIA
Architectural Access Specialist
patricia.mendez@boston.gov
617-635-2529

Sarah Leung
Architectural Access Project Coordinator
sarah.leung@boston.gov
617-635-3746



Project Comment Submission: 21 - 35 West Second Street

kentico@boston.gov <kentico@boston.gov>

Sun, Nov 25, 2018 at 7:29 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 4270

Form inserted: 11/25/2018 7:29:30 PM

Form updated: 11/25/2018 7:29:30 PM

Document Name: 21 - 35 West Second Street

Document Name Path: /Development/Development Projects/21 - 35 West Second Street

Origin Page Url: /projects/development-projects/21-35-west-second-street

First Name: JENNIFER

Last Name: LEDET

Organization: 1971

Email: jenniferledet@comcast.net

Street Address: 9 W. BROADWAY ST

Address Line 2: APT 410

City: BOSTON

State: MA

Phone: (617) 901-5366

Zip: 02127

Opinion: Support

Comments: As leader for the WBNA, I submit these comments: WBNA is in full support of this project with the following contingencies: PARKING/TRANSPORT • Clear acknowledgement that the building aims for zero car ownership • Tenant lease to include a provision stipulating that a residential parking permit cannot be issued to residents of [21-35 W 2nd Street](#). • Agreement with City of Boston that applications showing the address of [21-35 W 2nd Street](#) will be rejected. • The two shared vehicles owned by the building should be EVs, or at least hybrid vehicles • Negotiate an agreement with Zipcar to provide an additional four vehicles within a 0.5 mile radius of the new development by one year from date of occupancy DESIGN/MITIGATION/AMENITY • Commitment to retain a Landscape Architect to prepare designs the public space at the western end of the site as well as the proposed green "serrations" along the W 2nd Street elevations. These designs to include proper waste receptacles and all spaces are to be maintained by your management company. • Publication of a program of general streetscape improvements to include lighting, sidewalks, wayfinding etc. • Secure a tenant for the 1st Floor commercial space who will operate a membership-based co-working space with a business model similar to WeWork or Workbar. This service should be open to the public and will enhance our neighborhood by reducing commuter time, incubating start-up business, creating synergy and demonstrate a commitment to staying local and "on the corner". • Tenant lease for 1st Floor commercial space to include prohibiting opaque coverings on the windows. • Provision of a covered and lockable bicycle storage facility for use by commuters which is easily accessible from the Broadway T station. CONSTRUCTION MANAGEMENT • Provide a posted construction schedule at the site during the course of the works, updated regularly, which will also be available online. • Provide contact information for questions, concerns, etc. • Provide a monthly update on construction progress at WBNA meetings.

PMContact: aisling.kerr@boston.gov

Project ID: 3197



Aisling Kerr <aisling.kerr@boston.gov>

Project Comment Submission: 21 - 35 West Second Street

kentico@boston.gov <kentico@boston.gov>

Fri, Nov 30, 2018 at 12:09 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 4301

Form inserted: 11/30/2018 12:08:36 PM

Form updated: 11/30/2018 12:08:36 PM

Document Name: 21 - 35 West Second Street

Document Name Path: /Development/Development Projects/21 - 35 West Second Street

Origin Page Url: /projects/development-projects/21-35-west-second-street

First Name: Ryan

Last Name: Sillery

Organization: City Point Capital

Email: rsillery@citypointcapital.com

Street Address: [14 West Broadway](#)

Address Line 2:

City: Boston

State: MA

Phone: (857) 496-0425

Zip: 02127

Opinion: Oppose

Comments: As a property and business owner in South Boston I am writing with opposition to this project, as it's currently proposed. This project is simply too large to have zero accommodation for resident vehicles. As an abutting neighbor to the proposed project sight, during our permitting process we had multiple conversations with the neighbors and they voiced their concerns of a disproportionate availability for parking when compared to the growth of the area and it's new neighbors. Our 49 dwelling unit building has accommodation for more than one car per unit. We own 6 and [14 West Broadway](#), both of which are direct abutters of the project, and we were not aware of the plans for this project until the Article 80 Filing. Please understand, that as a Boston native and a Boston business owner, I am pro-development. I am excited for the growth of our city, however I believe it's imperative to do it the appropriate and responsible way. It's our hope that you consider encouraging the proponent to incorporate onsite parking for their residents to ease the already congested traffic and parking on the area. As a fellow developer and member of the neighborhood, I look forward to collaborating with the proponent of the site to keep South Boston a functional and innovative place for people to live and to continue our work with the West Broadway neighbors – existing, new and future – to maintain a well-designed area that can perform for all. Thank you, Ryan P. Sillery

[Quoted text hidden]

**Boston Water and
Sewer Commission**



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

November 26, 2018

Ms. Aisling Kerr, Assistant Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02210

Re: 21- 35 West Second Street, South Boston
Small Project Review Application

Dear Ms. Kerr:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at 21- 35 West Second Street in the South Boston neighborhood of Boston. The Commission's comments on the SPRA are included in this letter.

The project proposed by Zero Athens LLC will be built on a parcel of land totaling approximately 10,183 square feet (sf). The site is triangular with frontage on West Second Street and Athens Street and is currently used as a parking lot. Zero Athens, LLC proposes to construct a mixed use development consisting of a six-story building containing fifty-five residential apartment units, roof deck, 2,600 sf of ground floor retail space and two indoor parking spaces for a resident only car share service.

For water service, the Commission has 16-inch and 12-inch cement lined ductile iron water mains in West Second Street. Both water mains were installed in 2014. Athens Street has an 8-inch cement lined ductile iron water main that was installed in 2015. The 12-inch water main in West Second Street is supplied by the Commission's Southern High Pressure Zone. The two other water mains are connected to the Commission's Southern Low Pressure Zone.

For sewer and drain service the Commission owns a 24-inch x 26-inch sanitary sewer and 15-inch storm drain in West second Street. Athens Street also has a 15-inch sanitary sewer and an 18-inch storm drain owned by the Commission.

Water usage and sewerage generation estimates were not provided in the SPRA.

The Commission has the following comments regarding the proposed project.

General



1. Prior to the initial phase of the site plan development, Zero Athens LLC, should meet with the Commission's Design and Engineering Customer Services Department 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 Zero Athens LLC'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 water use and sewage generation estimates were not stated in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Zero Athens LLC should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. Zero Athens LLC should also provide the methodology used to estimate water demand for the proposed project.
6. The Commission will require Zero Athens LLC 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 Zero Athens LLC to inspect the existing sewer lines on by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is Zero Athens LLC'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, Zero Athens LLC 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. Zero Athens LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Zero Athens LLC should consider outdoor landscaping which requires minimal use of water to maintain. If Zero Athens LLC 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.
2. Zero Athens LLC 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. Zero Athens LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
3. 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, Zero Athens LLC should contact the Commission's Meter Department.



Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application, Zero Athens LLC 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. The Commission encourages Zero Athens LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Zero Athens LLC 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, Zero Athens LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. Zero Athens LLC 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.
5. 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, Zero Athens LLC will be required to meet MassDEP Stormwater Management Standards.
6. 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.



7. The Commission requests that, Zero Athens LLC 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. Zero Athens LLC should contact the Commission’s Operations Division for information regarding the purchase of the castings.
8. 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. Zero Athens LLC is advised to consult with the Commission’s Operations Department with regards to grease traps.
9. 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: P. Spellios, Zero Athens, LLC
M. Zlody, BED by e-mail
M. Nelson, BWSC by e-mail
P. Larocque, BWSC by e-mail
K. Ronan, MWRA by e-mail

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/29/2018	Jason	Kaplan		Support	<p>I support the proposed development of 21-35 W 2nd Street in South Boston. As a current South Boston resident and homeowner, I understand the need for more housing options in our neighborhood. Given our proximity to the Seaport, Downtown Crossing, Back Bay and beyond there has been a significant strain on our existing housing stock, driving up housing prices and displacing lifelong residents. By approving dense developments like this near public transportation centers, we'll be able to combat displacement, reduce demand on existing housing and encourage MBTA use. I would implore the developer and city to build a structure in line with the Dot Ave Corridor Planning Initiative. It should be at least as tall as 14 West Broadway, allowing for the maximum number of market rate and IDP units.</p> <p>As a South Boston resident I am opposed to this project, it is too dense for this already congested area. Until the city or BPDA shares resident parking data showing that residents of these buildings don't actually bring cars to the neighborhood these developments should not be permitted.</p>
10/30/2018	Patrick	Chatfield		Oppose	
11/9/2018	Marci	Costa		Support	<p>As a nearby property owner in South Boston, I am writing to express my support for the proposal to redevelop the above site into a new six-story, mixed-use building with ground floor retail/commercial space and an innovative new car share program at this vacant lot just steps from the T. I have taken the time to review the plans for the project and feel that it would be a major improvement and significant benefit to the immediate neighborhood ? by revitalizing this under-utilized property site with a well-designed retail and residential development. The overall size and scope of the project is also appropriate for the further transformation and upgrade of Dorchester Avenue near Broadway Station, which is surrounded by other buildings of even greater height and scale. As a vacant parking lot now, this property does little to contribute to the immediate area, and the introduction of new housing at a well-design building with help support our local businesses.</p>
11/9/2018	Michael	Gordon		Support	<p>As a nearby property owner in South Boston, I am writing to express my support for the proposal to redevelop the above site into a new six-story, mixed-use building with ground floor retail/commercial space and an innovative new car share program at this vacant lot just steps from the T. I have taken the time to review the plans for the project and feel that it would be a major improvement and significant benefit to the immediate neighborhood ? by revitalizing this under-utilized property site with a well-designed retail and residential development. The overall size and scope of the project is also appropriate for the further transformation and upgrade of Dorchester Avenue near Broadway Station, which is surrounded by other buildings of even greater height and scale. As a vacant parking lot now, this property does little to contribute to the immediate area, and the introduction of new housing at a well-design building with help support our local businesses.</p>

As leader for the WBNA, I submit these comments: WBNA is in full support of this project with the following contingencies: PARKING/TRANSPORT ? Clear acknowledgement that the building aims for zero car ownership ? Tenant lease to include a provision stipulating that a residential parking permit cannot be issued to residents of 21-35 W 2nd Street. ? Agreement with City of Boston that applications showing the address of 21-35 W 2nd Street will be rejected. ? The two shared vehicles owned by the building should be EVs, or at least hybrid vehicles ? Negotiate an agreement with Zipcar to provide an additional four vehicles within a 0.5 mile radius of the new development by one year from date of occupancy DESIGN/MITIGATION/AMENITY ? Commitment to retain a Landscape Architect to prepare designs the public space at the western end of the site as well as the proposed green ?errations? along the W 2nd Street elevations. These designs to include proper waste receptacles and all spaces are to be maintained by your management company. ? Publication of a program of general streetscape improvements to include lighting, sidewalks, wayfinding etc. ? Secure a tenant for the 1st Floor commercial space who will operate a membership-based co-working space with a business model similar to WeWork or Workbar. This service should be open to the public and will enhance our neighborhood by reducing commuter time, incubating start-up business, creating synergy and demonstrate a commitment to staying local and ?on the corner?. ? Tenant lease for 1st Floor commercial space to include prohibiting opaque coverings on the windows. ? Provision of a covered and lockable bicycle storage facility for use by commuters which is easily accessible from the Broadway T station. CONSTRUCTION MANAGEMENT ? Provide a posted construction schedule at the site during the course of the works, updated regularly, which will also be available online. ? Provide contact information for questions, concerns, etc. ? Provide a monthly update on construction progress at WBNA meetings.

11/25/2018 JENNIFER	LEDET	1971	Support
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I support this project conditionally upon 2 significant requirements: 1) underground parking requirement; and 2) 5' sidewalk widths. Underground Parking: You get 1 shot at digging the foundation. Dig. Put maximum underground parking in. We have asked other developers to do it in this neighborhood and they have done it. I think there's enough space to put some significant number of cars underground. 20? Whatever the number, do it. Make good use of the space. Sidewalk: can't tell how wide. Should be 5' or more or as close as possible. Shrink the number or increase the size size of units if they need to. They will make plenty of money.

11/27/2018 David	Leonard	WBNA	Support
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11/29/2018 edward	doherty	kems corporation	Support	<p>As a nearby property owner in South Boston, I am writing to express my support for the proposal to redevelop the above site into a new six-story, mixed-use building with ground floor retail/commercial space and an innovative new car share program at this vacant lot just steps from the T. I have taken the time to review the plans for the project and feel that it would be a major improvement and significant benefit to the immediate neighborhood by revitalizing this under-utilized property site with a well-designed retail and residential development. The overall size and scope of the project is also appropriate for the further transformation and upgrade of Dorchester Avenue near Broadway Station, which is surrounded by other buildings of even greater height and scale. As a vacant parking lot now, this property does little to contribute to the immediate area, and the introduction of new housing at a well-design building with help support our local businesses. thank you ed doherty</p>
11/29/2018 Mark	Cummins	West Second @ Athens LLC	Oppose	<p>After being notified late of the proposed project. We are opposed to this development until all our concerns are addressed. Paul Adamson & Mark Cummins</p>
11/30/2018 ariel	szabo		Support	<p>I am in full support of this project. The city is in need of more apartment buildings directly next to T stops that are garage free. This will be a great addition to our neighborhood. The design is thoughtful, attractive, and will bring an additional landscaped green area to our neighborhood. I would love to see this building get built!</p>
11/30/2018 Gloria	Neuscheler		Support	<p>Well thought out plan</p>

11/30/2018 Ryan Sillery City Point Capital Oppose

As a property and business owner in South Boston I am writing with opposition to this project, as it's currently proposed. This project is simply too large to have zero accommodation for resident vehicles. As an abutting neighbor to the proposed project site, during our permitting process we had multiple conversations with the neighbors and they voiced their concerns of a disproportionate availability for parking when compared to the growth of the area and it's new neighbors. Our 49 dwelling unit building has accommodation for more than one car per unit. We own 6 and 14 West Broadway, both of which are direct abutters of the project, and we were not aware of the plans for this project until the Article 80 Filing. Please understand, that as a Boston native and a Boston business owner, I am pro-development. I am excited for the growth of our city, however I believe it's imperative to do it the appropriate and responsible way. It's our hope that you consider encouraging the proponent to incorporate onsite parking for their residents to ease the already congested traffic and parking on the area. As a fellow developer and member of the neighborhood, I look forward to collaborating with the proponent of the site to keep South Boston a functional and innovative place for people to live and to continue our work with the West Broadway neighbors ? existing, new and future ? to maintain a well-designed area that can perform for all. Thank you, Ryan P. Sillery

11/30/2018 Harry Wheeler Support

The project as proposed looks contextually appropriate for the area and is of a scale that is in keeping with its surrounding neighbors. Residential is something that this neighborhood needs more of and I appreciate the fact the proponent is utilizing the existing parking and not adding more traffic to the already congested area.

11/30/2018 Cyrus Tehrani Support

I support this project as a South Boston homeowner. This project brings much needed housing near transit being just a block from Broadway station. It will also attract residents who utilize public transit instead of those who have cars by having just 2 parking spaces. There should not be any additional parking added to the project as it will increase the cost of the housing units and increase the amount of traffic in the neighborhood. Building dense housing near transit is also a critical climate policy. The more car usage we encourage the more CO2 we release to the environment, so we need to be building homes near where people work with access to public transit. Please approve this project as proposed.



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

November 26, 2018

**RE: 21-35 W Second Street, South Boston, MA 02127
Small Project Review Application
Boston Planning and Development Agency**

The Disability Commission has reviewed Small Project Review Application that was submitted for 21-35 W Second Street, in South Boston, MA. Since the proposed project is planned to be a vibrant destination area for housing and commercial retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: *Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.
 - Per the Inclusionary Development Policy, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation.

▪ **ACCESSIBLE BUILDING AMENITIES:**

- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
- Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.
- We would support installing benches that have full back support and armrests to assist in sitting and standing, in the exterior plaza space.

▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- The development is proposing a “private car share” program. Under Title III of the Americans with Disabilities Act, upon request, the program would be required to provide accommodations for persons with disabilities. Proponents should anticipate this requirement and provide information to tenants regarding the proposed accommodation policy.
- As the development will not be providing any on-site accessible parking, we ask that the Proponents provide tenants with information about the City of Boston’s Resident On-Street Accessible Parking Program. For more information please contact our office at 617-635-3682.
- Please confirm that the sidewalk adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.
- Please consider the installation of an audio/visual garage warning system on the exit approaches from the garage.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- The mid-block crossing on W Second Street is currently non-compliant, as it leads into an existing driveway and does not have compliant pedestrian ramps. We would support improving this condition.
- It is currently unclear whether existing and proposed conditions on both W Second Street and Athens Street meet the minimum requirements of 521 CMR Section 20.00: *Accessible Route*.
 - We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (tree pits, retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.
- Please provide detailed and dimensioned landscape plans demonstrate the development’s compliance with Boston Complete Streets.
 - Updated plans should reflect bringing reciprocal pedestrian ramps into City of Boston reconstruction standards.
- Please provide details on all walkways and plazas within the Site, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.

▪ **COMMUNITY BENEFITS**

- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **WAYFINDING**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.
- Public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

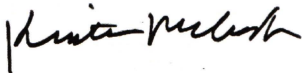
COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including [the Boston Complete Streets Guidelines](#) , [Massachusetts Architectural Access Board 521 CMR](#), and [the Americans with Disabilities Act](#).

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" ("*easily accomplishable and able to be carried out without much difficulty or expense*").

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

REVIEWED BY:

Patricia Mendez AIA
Architectural Access Specialist
patricia.mendez@boston.gov
617-635-2529

Sarah Leung
Architectural Access Project Coordinator
sarah.leung@boston.gov
617-635-3746



CITY of BOSTON

Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA
From: Zach Wassmouth, PWD
Date: November 28, 2018
Subject: 21-35 West Second Street SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 21-35 West Second 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 (i.e. pavers, landscaping, bike racks, etc.) 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 American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (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.

Specifically, the project shall coordinate with the hotel development for the construction of ADA/AAB accessible pedestrian ramps and a crosswalk across Athens Street. The project shall also ensure an ADA/AAB accessible path of travel width for the sidewalk along the site on Athens Street.

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

Driveway Curb Cuts:

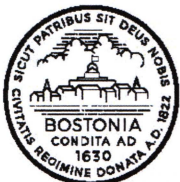
Any proposed driveway curb cuts will need to be reviewed and approved by the PIC. Any existing driveway curb cuts in the sidewalk abutting the project site that will no longer be in use shall be closed.

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.



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

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.

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.

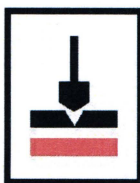
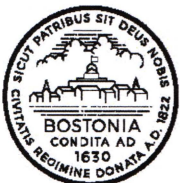
Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

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



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Aisling Kerr <aisling.kerr@boston.gov>

21-35 west 2nd street

Stephen Mulrey <smulrey@aol.com>
To: aisling.kerr@boston.gov

Wed, Nov 14, 2018 at 3:36 PM

Dear Ashling,

As a long time South Boston resident and business owner in the West Broadway area, I am writing to express my support for the proposal to redevelop the above site into a new six-story, mixed-use building with ground floor retail/commercial space and an innovative new car share program at this vacant lot just steps from the T.

I have met with the developer, reviewed his plans and feel that this project would be a major improvement and significant benefit to the immediate neighborhood – by revitalizing this under-utilized property site with a well-designed retail and residential development. The overall size and scope of the project is also appropriate for the further transformation and upgrade of Dorchester Avenue near Broadway Station, which is surrounded by other buildings of even greater height and scale.

thank you
Stephen Mulrey



CITY of BOSTON

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From: Zach Wassmouth, PWD
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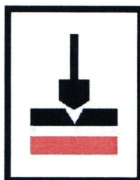
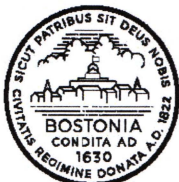
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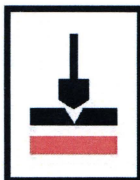
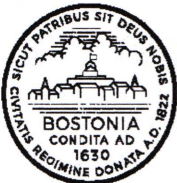
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