

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>

11/25/2018 JENNIFER	LEDET	1971	Support	<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 ?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.</p>
11/27/2018 David	Leonard	WBNA	Support	<p>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.</p>

11/29/2018	edward	doherty	kems corporation	Support	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
11/29/2018	Mark	Cummins	West Second @ Athens LLC	Oppose	After being notified late of the proposed project. We are opposed to this development until all our concerns are addressed. Paul Adamson & Mark Cummins
11/30/2018	ariel	szabo		Support	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!
11/30/2018	Gloria	Neuscheler		Support	Well thought out plan

11/30/2018 Ryan	Sillery	City Point Capital	Oppose	<p>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</p>
11/30/2018 Harry	Wheeler		Support	<p>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.</p>
11/30/2018 Cyrus	Tehrani		Support	<p>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.</p>



# 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 provided 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](mailto:kristen.mccosh@boston.gov)

**REVIEWED BY:**

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# 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

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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:**

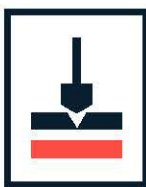
Any proposed driveway curb cuts will need to be reviewed and approved by the PIC. Any existing driveway curb cuts in the sidewalk abutting the project site that will no longer be in use shall be closed.

**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**

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

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**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](mailto: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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