

**4236 Washington Street**  
Roslindale, MA



**Owner/Developer:  
Peregrine Group LLC**

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# **4236 Washington Street – Roslindale, Massachusetts**

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## Ownership and Development Team

The proposed development at 4236 Washington Street in Roslindale is the result of a joint development partnership between Roslindale Village Main Street, Historic Boston Inc., and Peregrine Group LLC. As project sponsors, Roslindale Village Main Street (RVMS) has worked successfully to secure the rights to purchase the site known as the Higgins Funeral Home parcel. RVMS has agreed to assign the rights and responsibilities under the Purchase and Sale agreement (P&S) to the developer, Peregrine Group LLC to undertake the development proposed herein.

The Project development team includes:

**Owner/Developer:**

**Peregrine Group LLC**

Beverly Gallo, Principal, Peregrine Urban Initiative  
20 Newman Avenue  
Suite 1005  
Rumford, RI 02916  
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**Project Sponsors:**

**Roslindale Village Main Street**

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2 Corinth Street  
Roslindale, MA 02131  
617-327-4065

And

**Historic Boston Incorporated**

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20 Eustis Street Roxbury, MA 02119  
(617) 442-1859

## Project Description

Located at 4236 Washington Street in the heart of Roslindale Square, the site is currently occupied by the Higgins Funeral Home. The project features the construction of 35 new units of market rate rental housing and 6 affordable units in a 4-story wood-framed building.

The property is located on a 19,000 s.f. lot of which approximately 7,800 s.f. is lower level parking and structure and 5,200 s.f. will serve to support commercial and common area. The property will include at-grade parking under the residential structure to accommodate up to 36 automobiles and covered bike-storage which includes approximately 800 s.f. of commercial retail space that will include a property management office, RVMS office and common lobby. A café seating area will connect the residential site to the Substation uses and will be open directly to the street front on Washington Street. The second through fourth floors includes approximately 33,000 s.f. for residential use as 41 rental apartment units. Construction is slated to start in the 1<sup>st</sup> Qtr of 2014.



*First Floor Plan – residence, retail and parking*

While acquired and constructed separately, the project is being developed in conjunction with the rehabilitation of the Substation currently owned by the Boston Redevelopment Authority. The site is currently under a Tentative Designation Agreement with Historic Boston Incorporated and Roslindale Village Main Street. Together these projects represent an exciting opportunity to bring new economic and residential life in the heart of Roslindale Village while restoring a historically significant building that will certainly become an iconic symbol of Roslindale Square.

The building is designed to complement the neighborhood’s architectural character both along the more commercial Washington Street frontage and the residential scale of Cummins Highway. While the building is constructed as a single L-shaped structure, the presentation from the street reads as two separate buildings appropriate to the scale and character of each streetscape. The building will thoughtfully encompass the historic Substation and will incorporate design elements including an active café seating area and connective pedestrian walks that complement and connect to the planned restaurant and market space so that the

two developments will read as one deliberate mixed-use development.

**Program Summary - 4236 Washington Street/Higgins' Parcel**

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Based on current schematic documents, we anticipate the following program:

Studios	12 units
1 Bedrooms	22 units
2 Bedrooms	9 units
<b>Total units</b>	<b>41 (6 affordable units)</b>
Ground Floor Commercial	Up to 800 square feet including management office and storefront space.
Parking	36 garage spaces
Property Management Office	

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**Income Tiering**

Unit Type	Market Rate	Affordable to 70% AMI
Studio	11	1
1 Bedroom	19	3
2 Bedroom	7	2
<b>Total</b>	<b>35</b>	<b>6</b>

The residential building design elements both inside and out will create a high quality living environment for young urban professionals, graduate and medical students, young families and empty nesters. As part of the greater Village square revitalization efforts sponsored by Roslindale Village Main Street, the project will incorporate visual and streetscape elements designed to encourage pedestrian flow throughout the residential and commercial components of the development logically connecting the sites together, and directly to the greater Village square neighborhood that includes vibrant retail, restaurant, transit, parking and open space amenities.

From design and construction through sustainable operations, our team will give careful consideration to the development’s environmental impact. The proposed residential development will be built to meet *Energy Star* standards for multi-family development, clearly demonstrating our commitment to providing a quality living environment to our residents and responsible development within the Roslindale Village community.

**Project Site**

The development site is located immediately adjacent to the Adams Park green space in the heart of Roslindale Square which is home to the popular farmers' market held each weekend

and immediately adjacent to vibrant shopping and dining amenities. Located near the intersection of Washington Street and Cummins Highway, the project site is directly connected to vehicular, bus and pedestrian access. The Roslindale Village Commuter Rail station is located approximately 500' from the site with direct access to both downtown Boston and Needham.

The site is bound by Washington Street to the north, between a new 3-story commercial office building at 4238 Washington Street and the historic Substation that anchors the corner of the block at the intersection of Washington Street and Cummins Highway. When developed, the new residential property will overlook Adams Park to the north and the Substation, Post Office and Community Center buildings to the east. The Historic Roslindale Baptist Church is to the South. See Neighborhood Photographs below.

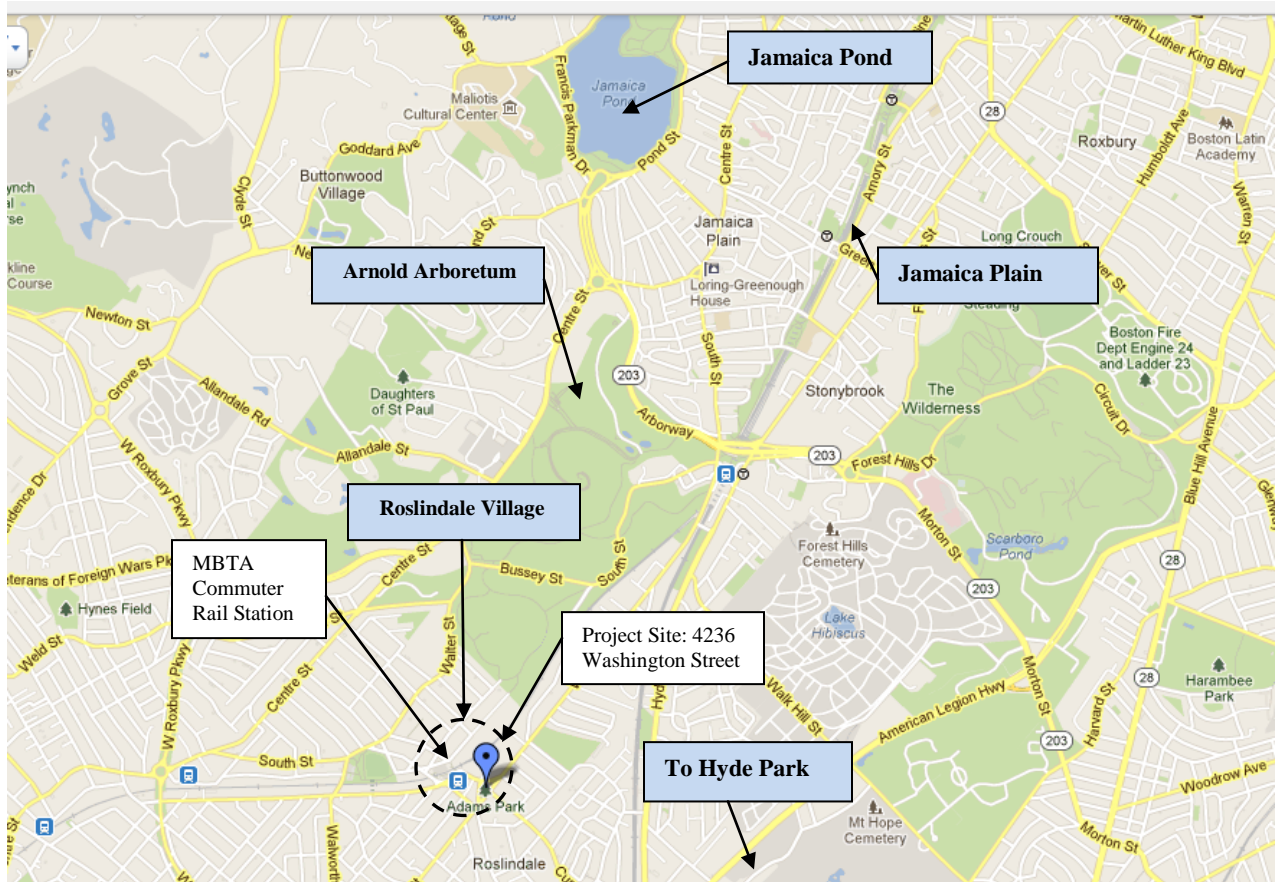


The parcel currently consists of a single 2 ½ story wood framed structure currently used as a funeral home and related surface parking area. The topography slopes down at the rear of the site such that the back of the site sits approximately 6 feet lower than elevation at Washington Street. All public utilities are available to the site including water, sewer, gas, electric, telephone/data and cable.

## Neighborhood Context

The property is located in a key Village center location which remains one of the last underdeveloped parcels in the Village square. The Roslindale Village Main Street organization was instrumental in assembling these parcels for redevelopment in an effort to reenergize this underutilized urban block. Consistent with the vision described in the recent

Roslindale Neighborhood Strategic Planning effort and subsequent adoption of Article 67 of the Boston Zoning Code, the commercial and residential uses planned at the site will promote 24/7 foot traffic and commercial and residential activity that is critical to enliven this central business location. These uses complement and support each other for a more healthy and vibrant Village square.



Roslindale Village has long been the commercial center of the Roslindale community. The buildings represent a variety of historic commercial architectural styles, as well as newer, modern buildings. The density and compactness of the Village, and the wide variety of available goods and services together create a true village character. The rich ethnic history of this vibrant urban center is celebrated throughout. From bakeries to eateries, wine and cheese shops and restaurants, Roslindale’s rich history as an immigrant community is still evident and celebrated. Today, Roslindale attracts an economic and socially diverse population that will continue to support a strong and healthy community life.

The development is approximately 6 miles from downtown Boston; the site is also walking distance from the Arnold Arboretum park system and easy biking distance to the communities of Jamaica Plain and Hyde Park, both approximately 2 miles away. The Roslindale Village Commuter Rail Station is approximately 500’ from the site with direct service to downtown Boston and Needham.

## Neighborhood Photographs

The following photo images depict the neighborhood immediately surrounding the subject site. Each photo is keyed to the Village map attached.



**View A**



**View B**





**View C**



**View D**



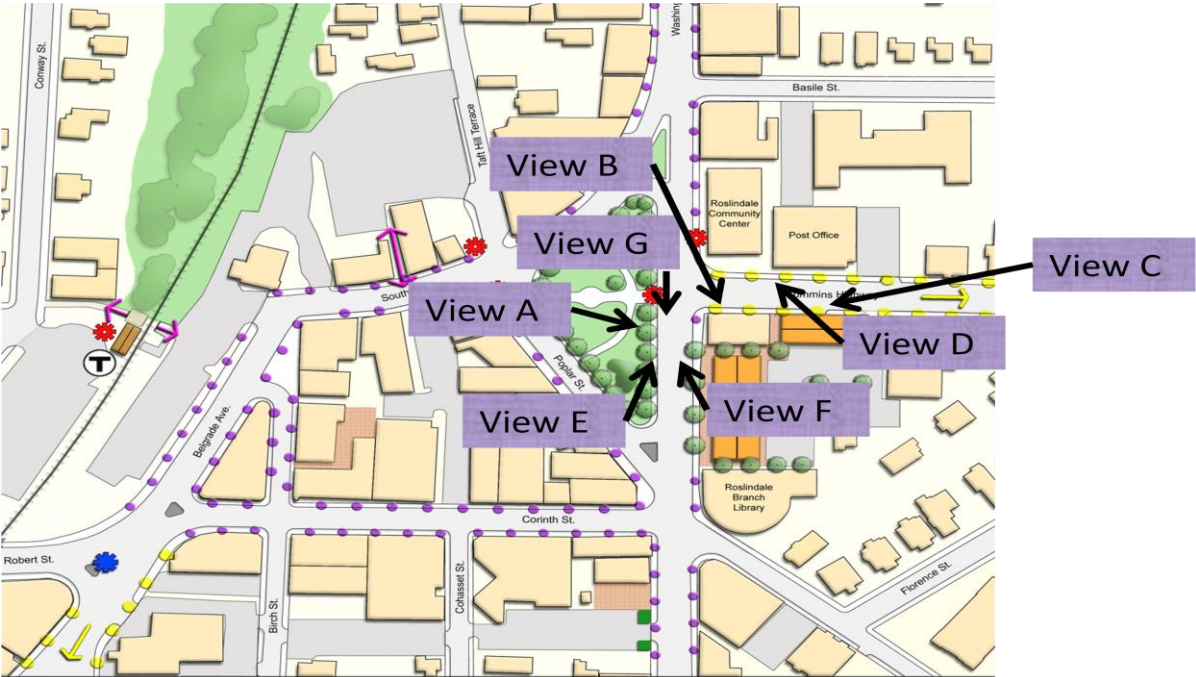
**View E**



**View F**



**View G**



**Image Map**

## Public Benefits

- Promoting Neighborhood Economic Development and Improvements
- New Residential Units and Workforce Housing
- Transportation Oriented Development Supports Smart Growth Urban Development
- Streetscape Improvements and Amenities

**Promoting Economic Development:** The proposed project represents the culmination of decades of work by the Roslindale community, lead by Roslindale Village Main Street (RVMS), to thoughtfully complete this vital urban block that will frame the Village center. The community-based economic development group is the first and oldest urban Main Street program in the country and has been a driving force in the urban redevelopment of the central business district which is known as Roslindale Village. The thoughtful redevelopment of the block located directly across from Adam's Park (the village green) which includes the Higgins parcel and the Substation is a critical piece of RVMS's work and strategic plan. The partnership with Historic Boston Incorporated and Peregrine Group LLC will allow for the implementation of this redevelopment effort.

**The creation of more market rate housing in downtown urban centers near public transportation.** The 41 units planned at 4236 Washington Street is consistent with the Mayor's long history of pursuing successful projects that meet sustainable urbanism or Smart Growth principles in the City of Boston. The BRA's Article 80 Small Project review process is designed to ensure that these principles are evident in all projects it reviews and ultimately approves. With this in mind, the project is designed to provide the most economically efficient number of housing units on the site while maintaining the philosophy of sustainable urban development principles in this central business district location by completing the coherent development of this important city block.

Additionally the project is consistent with the Governor's recent declaration that more housing needs to be built in immediate downtown locations that support higher density of uses and spur continued economic development. The new "Compact Housing" initiative addresses the needs of local and regional employers for greater access to quality housing options for their employees. The initiative encourages the rebirth of vibrant downtown urban neighborhoods and small business centers – projects that increase housing supply and neighborhood business development in urban and town centers by allowing for higher density that fits within sustainable Smart Growth urban development models.

**Location that is walk-able to transportation, commercial activity and other urban amenities.** Smart Growth development places a greater value on creating live-work environments and neighborhood-based economies that promote a unique sense of community and discourage dependency on automobiles. Immediate, walk-able access to the bus line and Commuter Rail as well as shopping, restaurants, cafes and other urban amenities in Roslindale Village support these Smart Growth goals.

**Appropriate streetscape improvements and amenities.** The height and massing proposed for this project are deliberate and consistent with that of the surrounding buildings. Roslindale Village is a vibrant urban center whose growth – and control of that growth – continues to be a critical goal of the Boston Redevelopment Authority and Roslindale Village Main Street organization. The location of the current funeral home at the subject site creates the perception of a “missing tooth” in the highly visible block between the adjacent, recently constructed commercial building at 4238 Washington Street and the Substation. The development of housing at this site is intended to physically complete the urban fabric at this visible urban block, enlivening this critical central location 24/7 with a mix of housing and commercial retail.

## Traffic, Parking and Vehicular/Pedestrian Access

**Vehicular traffic Circulation:** The proposed project will include approximately 36 parking spaces representing a .9 to 1 parking ratio. Handicap parking spaces will be provided as required. All parking spaces will be at grade and covered by the residential building itself. At least 1 to 1 bike storage will also be provided. As currently planned, the covered parking area will be accessed at the rear of the site from a private way shared with the adjacent church property. Only incoming traffic will be directed from this access point. Egress from the lot will be directed onto Cummins Highway. This “one way” configuration will ease vehicular congestion by allowing only exiting traffic onto the public route, thus reducing back-ups near this busy intersection.

**Encouraging pedestrian accessibility:** The project site is located walking distance to the Commuter Rail station (Roslindale Village stop) providing direct access to both Boston and Needham. The site is located directly on the Washington Street MBTA bus routes, including route 14 and 30 that provide access to the Forrest Hill orange line station and to Jamaica Plain, Hyde Park and downtown Boston. As a Transportation Oriented Development, use of public transportation will be encouraged in an effort to further reduce vehicular traffic. The Owner will introduce public transportation incentives to encourage ridership by tenants.

### ***Commuter Rail Lines***

#### **[Needham Heights Line](#)**

#### ***Bus Lines***

- [14](#) -- Roslindale Sq. -- Heath Street Via Dudley Sta., Grove Hall
- [30](#) -- Mattapan Sta. -- Forest Hills Sta. Via Cummins Highway & Roxbury
- [34E](#) – Walpole Center or Dedham Line
- [35](#) -- Dedham Mall/stimson St. -- Forest Hills Station Via Belgrade
- [36](#) -- Charles River Loop Or V.a. Hospital -- Forest Hills Sta.
- [37](#) -- Baker & Vermont Sts. -- Forest Hills Sta. Via Belgrade Ave
- [51](#) -- Cleveland Circle -- Forest Hills Sta. Via Hancock Village

The project will provide ample and easily accessible bike storage, Zip Car access and open, safe pedestrian routes through and around the property. The adjacent Substation development will be linked to the residential site as well through pedestrian connections that include a café garden and seating area that will serve both the housing residents and the future commercial uses anticipated at the Substation including a restaurant, café and produce market.

**Parking:** In keeping with the rationale above, the project site is most efficient if developed for housing units and not as a parking facility. While we are aware that the proposed housing and adjacent restaurant uses will require parking to be marketable, we believe this urban village location with direct access to public transportation, provides ample street and public lot parking such that residents, visitors and patrons alike will be able to park within 1 to 2 blocks of the site as needed. Alternative transportation for residents will also be encouraged though Zip-Car access, bicycle storage and public transportation– not to mention the most efficient and sustainable mode of transportation for the able-bodied, walking!

## Zoning Analysis

<b>Lot areas:</b>	<b>4236 Washington Street</b>	<b>6,390</b>
	<b>9 Cummings Highway</b>	<b>5,187</b>
	<b><u>13 Cummings Highway</u></b>	<b><u>7,422</u></b>
	<b>Combined</b>	<b>18,999</b>

**Boston Zoning By Laws**  
**Interim Planning Overlay District and Strategic Neighborhood Plan**  
**Currently Zoned: Community Commercial Subdistrict 1**

**Article 67 Roslindale Neighborhood District 1**  
**Map 10A**

**Allowed:** Commercial, Residential/Multi-Family

Required		Provided
Lot Area/Dwelling Unit	None	
Lot width min. ft.	None	
Maximum Floor to Area Ratio*	1.5 Mixed Use	2
Maximum Building Height*	35'/3 floors	42'/4 floors
Minimum Usable Open Space	None	
Minimum Front Yard Depth	0" (or cons with adj bldg.)	cons. w/adj bldg
Minimum Side Yard Depth	None	
Minimum Rear Yard Depth	10'+	10
Off Street Parking Requirements (residential)*:	1.5	.9

\* Will require relieve from the ZBA.

## Anticipated Permits and Further Public Review

The redevelopment of Roslindale Village has long been contemplated. The recently completed Roslindale Neighborhood Strategy Plan envisioned the completion of the subject block between the Substation and Public Library to be a 3-story mixed use structure. The redevelopment of the Higgins' parcel is consistent with this vision and the new 3-story residential structure will complete the block as described in the Roslindale Neighborhood Strategic Plan.



*Source: Roslindale Neighborhood Strategic Plan. Conceptual illustration of a new building on Washington Street between the substation and the Roslindale Branch Library. The new three story building has ground floor commercial space with outdoor tables facing Adams Park.*

Pursuant to the requirements of Small Project Review under Article 80 of the Boston Zoning Code, the proposed project will undergo further public comment and community process. Prior to submission of this application, the project team has conducted numerous outreach events and community meetings for the purpose of informing the community of the status and timing of the development proposal. The project team has reached out to immediate abutters, residents and business owners and has made presentations to local elected and appointed officials.

The following lists the public permits and approvals that are anticipated to be required for the project:

### Agency

City of Boston Redevelopment Authority  
Boston Public Works Department  
Boston Water and Sewer Commission  
  
Zoning Board of Appeals  
Inspectional Service Department

### Approval

Article 80 Small Project Review  
Sidewalk Improvements and curb cuts  
Site Plan approval for water and sewer connections.  
  
Variances  
Building Permit and Fire Safety review

## Architectural Narrative

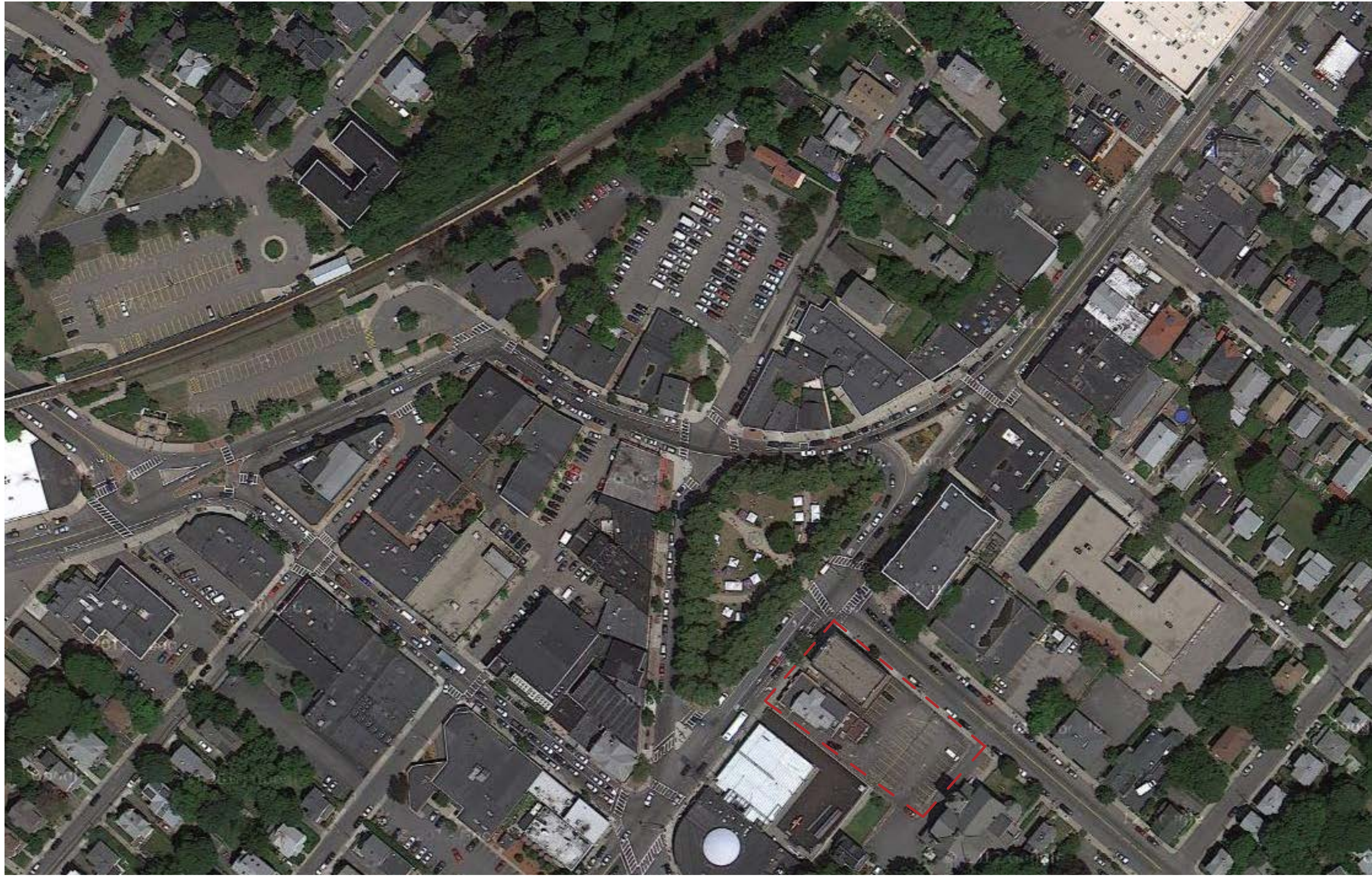
We are proposing the following building improvements and finishes:

- New building is a 4 story residential use building, with accessory office space at the lower level as well as on grade parking.
- New building design is complementary to the existing brick commercial buildings on the Washington Street façade and the residential and church buildings on the Cummings Highway façade.
- New building is wood frame on top of a concrete and steel structure separating the on grade parking from the residential use.
- First Floor: 7,800sf of open parking with 5,200sf of residential units, office, lobby area, elevator, stairs and mechanical area
- Second and Third Floors: are 13,000sf each consisting of studio, one and two bedroom residential units and circulation areas
- Fourth Floor: 7,000sf consisting of studio, one and two bedroom residential units and circulation areas.
- Building Façade treatment is as follows:
  - Brick veneer, air space, 1 ½” rigid insulation, 5/8” exterior sheathing on insulated wood stud framing.
  - Cementitious panels veneer, 1 ½” rigid insulation, 5/8” exterior sheathing on insulated wood stud framing.
  - Composite Metal Panel, 1 ½” rigid insulation, 5/8” exterior sheathing on insulated wood stud framing.
  - Insulated fiberglass double/hung windows with a “U” value of .30
  - Thermally broken Aluminum Storefront systems
  - Pre-finished Aluminum ornamental eave trim at parapet to cap building façade.
  - Main entry area will be emphasized with a metal structural canopy
- Building main entry will be off Washington Street with additional entries on the Cummings Highway Street and adjacent to the on grade parking area.
- Top of structure will be 42’-0” from the Washington Street elevation complementing the neighborhood structures.
- Dumpster will be located at the rear of the building off common rear alleyway.

See Appendix A: Site Plans, Architectural Plans and Elevations below.

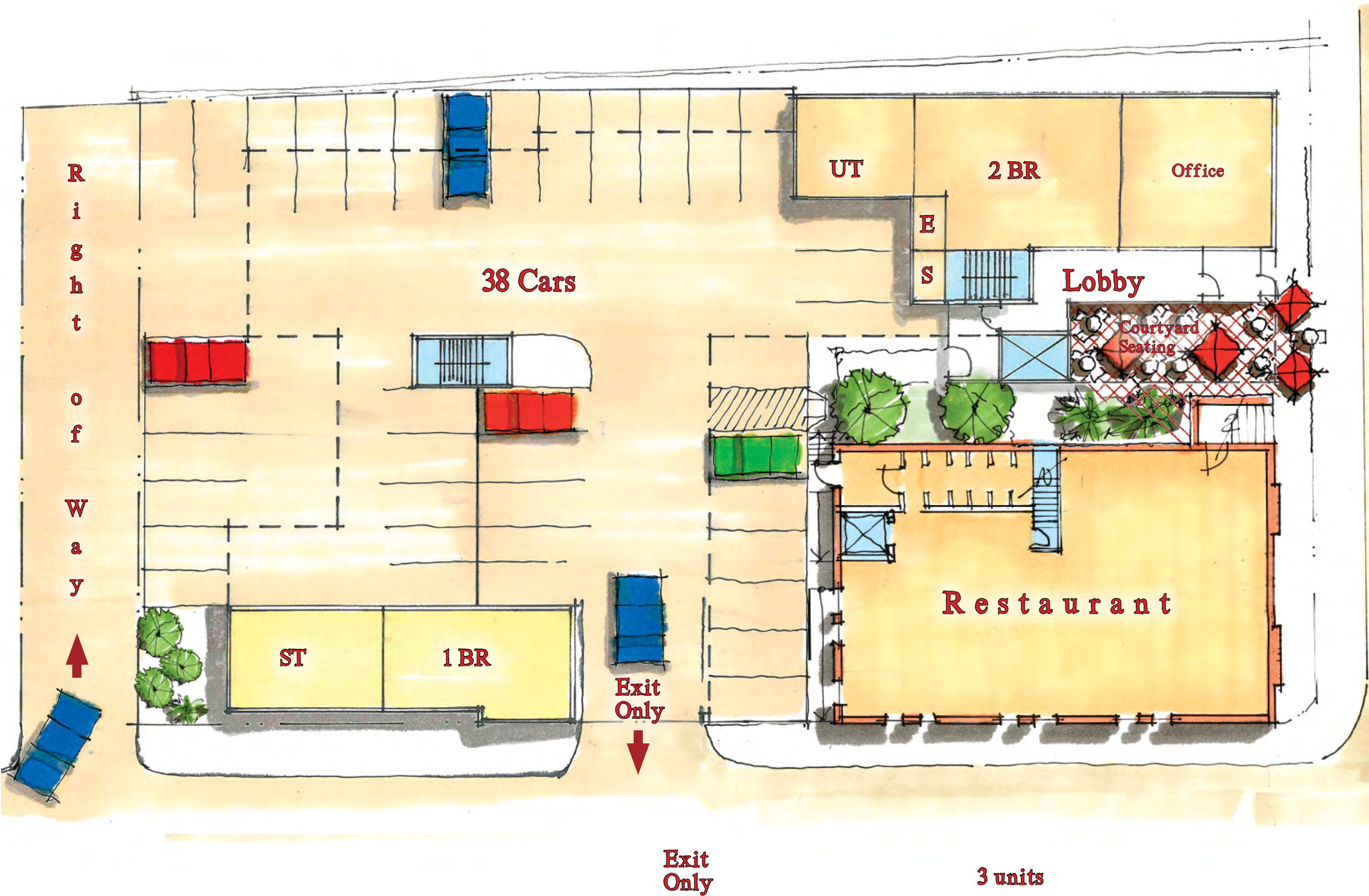


## **Appendix A: Site Plans, Architectural Plans and Elevations**



Site





Exit Only

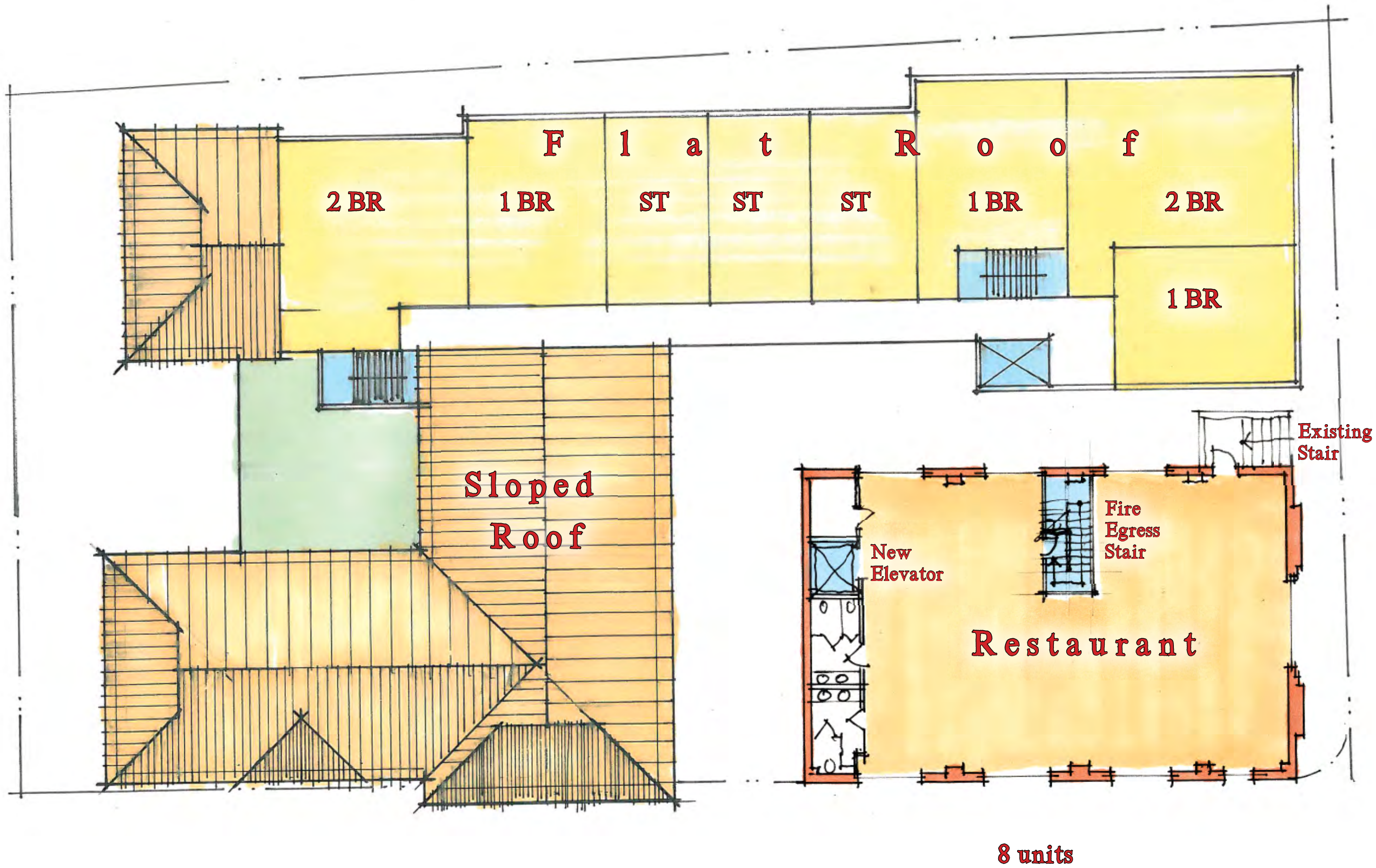
3 units

Site Plan



15 x 2 = 30 units

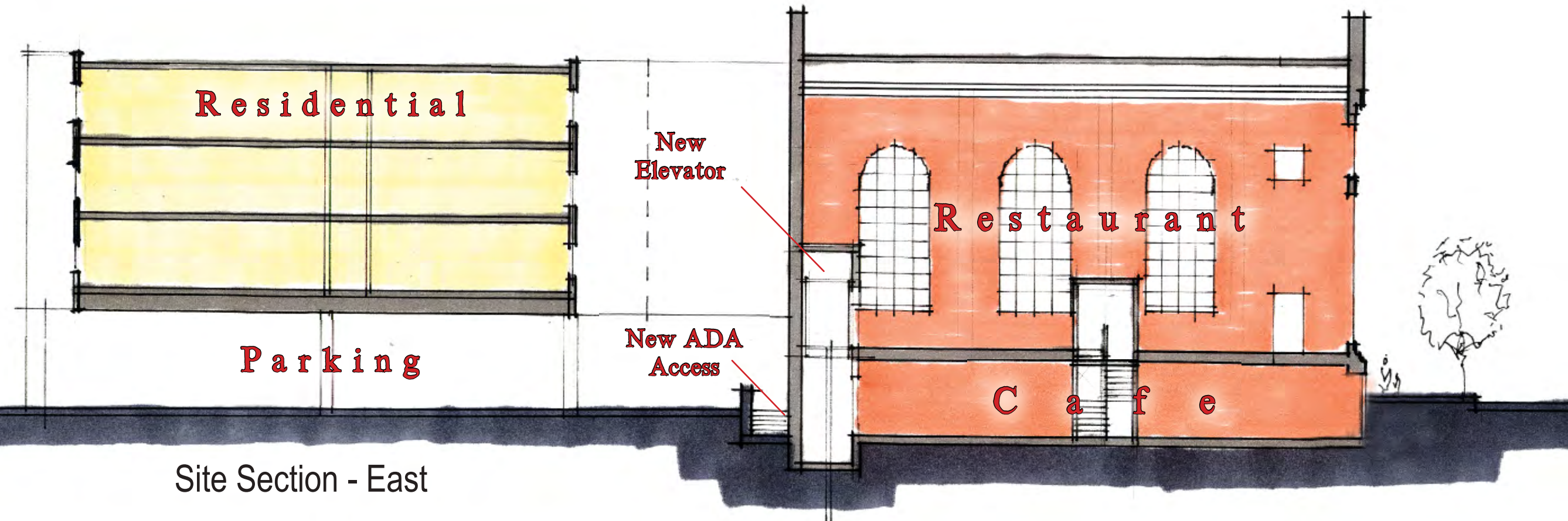
Floor Plan - 2&3



4th Floor and Roof Plan



North Elevation



Site Section - East



East Elevation

