

Revised Regulatory Standards

Comments requested from the Massachusetts Historical Commission and Bay Village Neighborhood Association by 12-5-2023. None received.

The following comments were received from the Boston Transportation Department:

3.5.0 "Appropriate paving materials are wire cut brick for public and private walkways,"

- This does not conform to current accessibility standards where smooth concrete is the desired pavement materials for all public sidewalks. The Transportation Department has been working with members of the disabilities community over the last year where this has been made quite clear to us. How many people who use mobility assistive devices were consulted in this process? And under what authority does this commission dictate paving materials to public works.

Proposed Response:

Current Regulatory Standards for Public Areas and Utilities state that, "Sidewalks will be brick". The proposed language was proposed by Jill Zick of the BPDA and is consistent with brick sidewalks approved in other local historic districts that has been acceptable to the Disabilities Commission.

3.6.0 "All street furniture, including but not limited to planters, trash receptacles, bicycle racks, mailboxes and newspaper racks, is subject to commission review and shall be appropriate in scale, design and placement."

- The Boston Transportation Department only has one type of bicycle rack. That is our only option for installation of bicycle racks. Bicycle racks should be removed from this section. I would say the same thing for Public Works and trash receptacles. Or BVAC can approve the typical products that we have for bicycle racks and trash cans, but it would be inappropriate for the Commission to review every instance of siting of a bicycle rack or trash can as the commissioners should be experts in architecture, not transportation nor waste operations.

Proposed Response:

Current Regulatory Standards for Public Areas and Utilities state that, "Street furniture, visible utilities and ornamentals in public parks will be simple in design. All additions or replacements will be subject to review." The proposed language simply further defines street furniture.

6.1.1 "High efficiency fixtures, lamps and automatic timers are recommended. Existing gas street lights are to be retained whenever possible. If replacement of lighting source is necessary, high efficiency fixtures or passive energy fixtures are encouraged for reducing the energy consumption. The visual impact of these fixtures to the gas street lights shall be minimal, and the lighting quality shall replicate that of the existing gas fixtures."

- The Wu Administration and Public Works Department's stated position is that all gas lamps will be electrified. We had a meeting on the street two years ago to view the seven trial electric lamps in Bay Village. The sentence "Existing gas street lights are to be retained whenever possible" should be removed as that is contradictory to the Public Works Department's stated position and objectives. I also do not understand how the Bay Village Architectural Commission

has jurisdiction to dictate what the fuel source of a streetlight would be, I believe the enabling legislation is about architectural forms, not fuel types.

Proposed Response:

Current Regulatory Standards for Public Areas and Utilities state that, “Existing gas lights are to be retained.” The proposed language allows for the flexibility to allow for the conversion of the gas lights to electric lights based on the success of the 2021 gas street light replacements related to the 212 Stuart Street project.