

MEMORANDUM

**BOARD APPROVED**

NOVEMBER 16, 2017

**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/GOVERNMENTAL AFFAIRS  
 TIM CZERWIENSKI, PROJECT MANAGER, DEVELOPMENT REVIEW

**SUBJECT:** 95 SAINT ALPHONSUS STREET, MISSION HILL

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**SUMMARY:** This Memorandum requests authorization for the Director of the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency (“BPDA”) to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Boston Zoning Code (the “Code”) for the 95 Saint Alphonsus Street project located in Mission Hill (as further described below, the “Proposed Project”); (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process for the Proposed Project; (3) execute and deliver a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Affordable Rental Housing Agreement and Restriction, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

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**PROJECT SITE**

The 95 Saint Alphonsus Street project site is located on an approximately 37,734 square foot parcel, to be created by the subdivision of an existing 88,454 square-foot parcel at 1575 Tremont Street located in the Mission Hill neighborhood of

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

Boston (the "Project Site"). The Project Site currently contains a 175-space parking structure. The Project Site is generally bounded on the north by an existing residential building at 75 Saint Alphonsus Street, on the south by an existing residential building at 1575 Tremont Street, on the east by Saint Alphonsus Street, and on the west by the rear yards of several residences on Worthington Street. The Project Site abuts the Mission Hill Triangle Architectural Conservation District. The Project Site is in close proximity to the Longwood Medical Area and educational institutions including Massachusetts College of Pharmacy and Health Sciences, Wentworth Institute of Technology, and Northeastern University. The Project Site is within walking distance of Mission Hill Playground, Kevin W. Fitzgerald Park, and the Boston Center for Youth and Families Tobin Community Center.

The Project Site is proximate to a significant number of jobs and amenities, and is well-served by public transportation. It is a short walk from the Brigham Circle and Fenwood Road stations on the E Branch of the Massachusetts Bay Transportation Authority ("MBTA") Green Line, as well as the Roxbury Crossing station on the Orange Line. The Project Site is also on the 66 bus route, a major MBTA bus route that connects Dudley and Harvard squares.

### **DEVELOPMENT TEAM**

The development team consists of:

Proponent: Wingate Companies  
J. Ralph Cole  
Michael Siciliano  
Elizabeth Schuster

Architect: HDS Architecture  
Hans D. Strauch  
Michael Dennis  
Keith Gross

Legal Counsel: Rubin and Rudman LLP  
James H. Greene

Community Relations: Wharf Partners  
Christine McMahon

Environmental Permitting  
Consultant: Epsilon Associates, Inc.  
Cindy Schlessinger  
Fiona Vardy

Transportation Consultant: Howard Stein Hudson  
Brian Beisel

Civil Engineer: H.W. Moore  
Robert Carter

Landscape Architect: Pressley Associates  
Jay Emperor  
Marion Pressley

MEP Engineer and  
Fire Protection: Allied Consulting Engineering Services, Inc.  
John Wood

Geotechnical and  
Environmental Consultant: McPhail Associates, LLC  
Fatima Babic-Konjic

Energy Code Consultant: Resilient Buildings Group, Inc.  
Paul Leveille  
Chase Pennoyer

Building Code Consultant: Cosentini Associates, Inc.  
Rockwood Edwards

Surveyor: R.E. Cameron & Associates, Inc.  
Michael Maguire

The Proponent may develop the Proposed Project through an affiliate entity, including the present owner of the 1575 Tremont Street, 1575 Tremont Realty Trust. As noted in the Article 80 Updated Disclosure Statement, it is contemplated by the Proponent that its affiliate entity, Longwood Apartments, LLC, will assume title to the 1575 Tremont Street parcel, which together with the Proposed Project will be subject to the Authority's affordable housing requirements.

## **DESCRIPTION AND PROGRAM**

The Proposed Project comprises an approximately 111,665 square-foot, six (6) story (approximately 75 feet in height) residential building that includes up to 115 rental units. The residential units will consist of a mix of studios, one-bedroom, and two-bedroom units. The lobby and residential amenity spaces—including meeting space, fitness center, and management offices—have been oriented toward the Saint Alphonsus Street frontage to emphasize that façade as the main entrance to the building. To accommodate circulation on the site, an existing playground that serves the day care center in 1575 Tremont Street will be moved closer to Saint Alphonsus Street and screened with enhanced landscaping.

The Proposed Project will include one hundred and thirty (130) total parking spaces--one hundred and eight (108) in a two-level below-grade parking structure, and twenty-two (22) surface spaces. Cars parking in the sixty-seven (67) spaces in the lower level of the garage will enter and exit through an existing curb cut on Saint Alphonsus Street. Cars parking in the forty-one (41) spaces in the upper level will enter through an existing curb cut on Tremont Street and exit through an existing curb cut on Worthington Street. Under the existing conditions, all vehicles exiting the current garage use the Worthington Street curb cut. The Proposed Project will result in a reduction of one curb cut on Saint Alphonsus Street and a net reduction of vehicles exiting onto Worthington Street. Covered, secure bicycle storage for residents (a minimum of one per residential unit) will be included within the parking structure below the building. Loading will continue to be provided on the existing off-street service area and loading dock along Saint Alphonsus Street. The loading zone will handle all move-in activity.

As noted above, although the 1575 Tremont Street parcel will be subdivided so that the remaining 1575 Tremont Street and the Project Site will be considered two parcels, the development of the Proposed Project to the rear of 1575 Tremont Street provides opportunities for shared parking, access, landscaping, open space, driveways, loading facilities, trash and utility room, recycling facilities, and bicycle storage. Because of such shared facilities, the improvements for the Proposed Project and the 1575 Tremont Street Site have been reviewed under the Article 80 Review Process.

The garage at 1575 Tremont Street was developed with 175 parking spaces for 147 units; however, the Proponent has found the actual occupancy of the garage by tenants is approximately 42%, a parking ratio of 0.5. BPDA staff believes that the

new garage containing approximately 108 spaces with 22 surface spaces (located on the remaining 1575 Tremont Street parcel) will be sufficient for the operation of both projects. The parking ratio for both projects will be approximately 0.5, which is a typical parking ratio for new residential projects in Boston located close to transit hubs.

During the Article 80 Review Process and as a result of continuing BPDA Design Review and comments from IAG and community members, the project landscaping and circulation plans were improved so that the parking area within the 1575 Tremont Site has been redesigned and a redesigned curb cut will be constructed on Worthington Street to insure that traffic does not access in an unauthorized manner the private alleyway across Worthington Street. Additionally, the redesign of the parking spaces at the 1575 Tremont Site will provide for the ability to incorporate open space at the corner of Tremont and Worthington Street, which will provide a pedestrian path to both buildings.

The 1575 Tremont access drive will benefit the occupants of the Proposed Project without a detrimental impact on 1575 Tremont. BPDA staff has determined that the shared parking facility for both buildings is an appropriate element of the Proposed Project and its approval by the BPDA is consistent with Article 59, Mission Hill Neighborhood District, and Article 80B of the Code. Although the Proponent has received approval of the subdivision of the Site and parking variances from the Zoning Board of Appeal ("ZBA"), the approval of the shared parking and facilities by the BPDA under Article 80B supplements, as appropriate, the ZBA approval. In connection with the subdivision, both properties will be subject to an easement agreement, which would set forth the sharing of the joint facilities and parking.

The Proponent estimates the total development cost of the Proposed Project to be approximately \$37,744,282.

### **ARTICLE 80 REVIEW PROCESS**

The Proposed Project is subject to Large Project Review under Article 80 of the Code. On March 16, 2017, in accordance with the BPDA's policy on mitigation as outlined in the Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, the Proponent submitted a Letter of Intent for the Proposed Project. An Impact Advisory Group ("IAG") was formed as part of the review process.

On June 13, 2017, the Proponent filed a Project Notification Form (“PNF”), which initiated a 30-day public comment period. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on the same day. The PNF was sent to the City’s public agencies, as well as to the IAG members, pursuant to Section 80A-2 of the Code.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on June 28, 2017, with the City’s public agencies where the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the Scoping Session.

On July 10, 2017, the BPDA hosted a publically advertised community meeting regarding the PNF at the Massachusetts College of Pharmacy and Health Science (“MCPHS”) Griffin Building, 670 Huntington Avenue. Advertisement for the public meeting ran in the *Bay State Banner* on June 22, 2017. The meeting notice was also posted on the BPDA website, and distributed to the BPDA Mission Hill mailing list.

On July 17, 2017, the BPDA hosted an IAG meeting at the MCPHS Griffin Building. The meeting was open to the public, and was posted on the BPDA website and distributed to the BPDA Mission Hill mailing list.

During these meetings, certain residents expressed concerns about the design of the façade and traffic and circulation problems resulting from the auto-centric interior courtyard, as well as a desire to eliminate the curb cut onto Worthington Street.

On August 14, 2017, a second IAG meeting was held at the MCPHS Griffin Building. The meeting was open to the public, and was posted on the BPDA website and distributed to the BPDA Mission Hill mailing list. There was a generally positive response to the design changes the Proponent presented. On September 6, 2017, a third IAG meeting was held at the Mission Church Parish Center to review mitigation and community benefits with the IAG members. The meeting was open to the public, and was posted on the BPDA website and distributed to the BPDA Mission Hill mailing list.

The Proposed Project comes under the jurisdiction of the Boston Civic Design Commission (“BCDC”) pursuant to Article 28 of the Code. The Proposed Project was approved by BCDC on Tuesday, September 5, 2017.

The 30-day public comment period was extended from July 12, 2017 to August 22, 2017.

## **ZONING**

The Proposed Project is located within the Mission Hill Neighborhood Zoning District, Article 59 of the Code, and specifically, the MFR-3 Subdistrict (multi-family residential subdistrict with a density factor of 3.0 and height limit of 75 feet). The Project is not within the Restricted Parking District or the Groundwater Conservation Overlay District. The proposed uses of the Project, which include multi-family residential and accessory parking, are allowed within the MFR-3 subdistrict. The Project has been designed to comply with applicable zoning requirements.

After the subdivision, 1575 Tremont Street will continue to comply with the Code, except for the provision of parking, which will be located on the Project Site. 1575 Tremont Street received a variance from the parking requirements of Article 59 on September 12, 2017. Upon completion of the Proposed Project, 1575 Tremont Street and 95 Saint Alphonsus Street will share 130 parking spaces and a loading zone.

## **COMMUNITY BENEFITS AND MITIGATION**

### ***MITIGATION***

The Proposed Project will provide many benefits for the surrounding neighborhood and the City of Boston, both during construction and on an ongoing basis upon its completion, including:

- **Transit-Oriented Development**  
Within walking distance of MBTA stations on both the Green and Orange lines as well as a major bus route, the Proposed Project supports the objectives of smart growth.
- **Improved Street and Pedestrian Environment**  
The Proposed Project will replace a parking lot and structure with a well-designed residential building, enhanced with landscaping, lighting, and decorative paving.
- **New Housing Stock**

Consistent with the *Housing a Changing City* and *Imagine Boston 2030* plans, the Proposed Project will add 115 units to the city's housing stock, including 15 on-site Inclusionary Development Policy units affordable to residents earning up to 70% of the Area Median Income.

- **Increased Employment**

The Proposed Project will create approximately one hundred and eighty-nine (189) construction jobs and approximately six (6) permanent jobs.

### **COMMUNITY BENEFITS**

In addition, the Proponent has agreed to provide the following community benefits to improve the Mission Hill neighborhood:

A contribution to the Boston Parks and Recreation Department

1. Recipient: Boston Parks and Recreation Department
2. Use: Maintenance, programming, and other uses at Mission Hill Playground
3. Amount: \$10,000
4. Timeline: The contribution will be due at the issuance of the building permit

A contribution to the Boston Transportation Department for a Hubway station

1. Recipient: Boston Transportation Department
2. Use: Installation of a Hubway station on or near the Project Site
3. Amount: \$50,000
4. Timeline: The contribution will be due at the issuance of a certificate of occupancy

Installation of additional security cameras at 1575 Tremont Street to provide enhanced security to the Mission Hill Main Streets district

### **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. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, 15 units within the Proposed Project will be created as IDP rental units (the "IDP Units"), made affordable to households earning not more than 70% of the Area Median Income ("AMI"), as published by the BPDA

and based upon data from the United States Department of Housing and Urban Development (“HUD”).

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 rental prices and income limits will be adjusted according to BPDA published maximum rents, 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. In addition, in accordance with BPDA policy, fifteen percent (15%) of the IDP Units should be built out as accessible for persons with a mobility or sensory disability (also known as “Group 2” units). These units are to come from the units already required under Massachusetts building code.

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Compliance for the Proposed Project. The Proponent must also submit an Affirmative Marketing Plan (the “Plan”) to the Boston Fair Housing Commission and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident; and
- (2) Household size (a minimum of one (1) person per bedroom).

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 Plan. A covenant will be placed on the IDP Units to maintain affordability in perpetuity, subject to further approval by the Department of Housing and Community Development (“DHCD”), if required. The household income of any subsequent renter of the IDP Units must fall within the applicable income limit for each IDP Unit. The BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units.

There is no contribution required to the IDP Special Revenue Fund (“IDP Fund”). As such, the 15 designated IDP Units satisfy fully the IDP requirements pursuant to the December 10, 2015 IDP.

### **1575 TREMONT STREET AFFORDABILITY**

The Proposed Project will be developed on a portion of the existing 1575 Tremont Street parcel. On August 14, 2007, the Authority approved the ground lease and fee transfer of 1575 Tremont Street, known as the Franklin Square Apartments, to the Proponent and authorized the entering into of an Affordable Housing Agreement (“AHA”) and an Affordable Rental Housing Agreement and Restriction (“ARHAR”) both dated November 15, 2007.

The AHA has term coterminous with the continued existence of the Affordable Housing Fund established under the AHA. The AHA provided for the establishment of 20 Affordable Housing Units, a Rental Rate Stabilization Program, a Parking Rate Stabilization Program, a Storage Rate Stabilization Rate, a Retention of Section 8 Subsidy Program, and the establishment of an Affordable Housing Fund in the amount of \$500,000.00.

The ARHAR also provided for the establishment of the 20 Affordable Units with provisions for the following categories of 1575 Tremont Street tenants: Long-Term Elderly Residents, Elderly Residents, Special Elderly Residents and 1999 Long-Term Residents. As set forth in Section 5 of the ARHAR, the 20 Affordable Units were to be initially occupied by qualified tenants of such categories. Subsequent to occupancy by the tenants, the units would then be subject to Section 4 of the ARHAR and occupancy would be in accordance with the standard terms and conditions of the Authority’s requirements for Affordable Units at an 80% AMI level.

Since 2007, there have been changes in the initial unit allocation due to vacancies and changes in the occupants within the categories. After consultation with the Proponent, the Authority staff recommends that a new list of 20 Affordable Units be incorporated in an amendment to the 2007 ARHAR. Furthermore, the Authority has required that the initial term of the 2017 ARHAR of 35 years from November 15, 2007 be extended to “In Perpetuity,” subject to DCHD approval, if required.

Additionally, in connection with the Authority’s approval in 2007 of the transfer of the ground lease and fee interest in the 1575 Tremont Street, the Authority required so-called “Urban Renewal Covenants” to be included in the 2007 Deed. In accordance with the “Urban Renewal Covenants”, the Authority must authorize any change in the residential use of the Main Parcel and any additions to the Improvements to the Property. Pursuant to such Deed provisions and as part of

the Article 80 Review, staff recommends that the Authority approve the change in the residential use by the subdivision of the Main Parcel for the Proposed Project and the construction of an additional 115 units within the Proposed Project. As part of the consideration for the approval of such changes resulting in the increase in the number of residential units, the Developer has agreed to pay to the Authority the amount of \$575,000.00 over a 7 year term as the "Fair Value" of the additional 100 market units within the Proposed Project. The Fair Value represents the value for 100 market units and no charge shall be made for the 15 affordable housing units at 70% AMI to be incorporated within the Proposed Project.

### **RECOMMENDATION**

BPDA staff believes that the PNF adequately describes the Proposed Project's potential impacts, satisfying the criteria for the issuance of a Scoping Determination Waiving Further Review under Section 80B-5 of the Code. It is therefore recommended that the BPDA authorize the Director to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Code for the Proposed Project; (2) issue a Certification of Compliance under Section 80B-6 for the Proposed Project upon successful completion of the Article 80 review process; and (3) execute and deliver a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Affordable Rental Housing Agreement and Restriction, an Amended and Restated Affordable Rental Housing Agreement and Restriction, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

**VOTED:** That the Director of the Boston Redevelopment Authority (the "BRA") be, and hereby is, authorized to issue a Scoping Determination under Section 80B-5.3(d) of the Boston Zoning Code (the "Code") which (i) finds that the Project Notification Form adequately describes the potential impacts arising from the 95 Saint Alphonsus Street project, located in the Mission Hill neighborhood (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts; and (ii) waives further review of the Proposed Project under subsections 4 and 5 of Section 80B-5 of the Code, subject to continuing design review; and

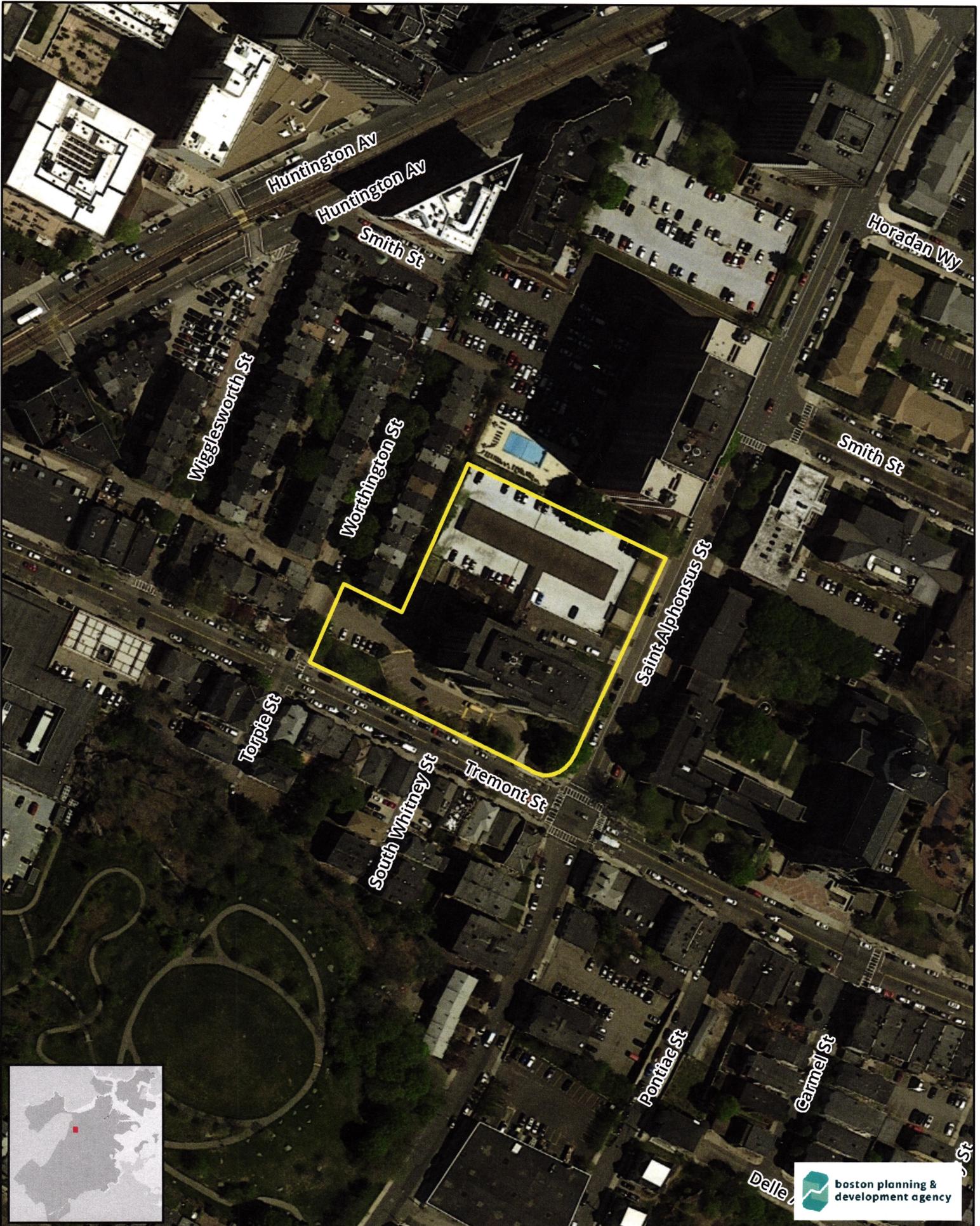
**FURTHER**

**VOTED:** That the Director be, and hereby is, authorized to issue a Certification of Compliance under Section 80B-6 of the Code for the Proposed Project upon the successful completion of all Article 80 processes; and

**FURTHER VOTED:** That the Director be, and hereby is, authorized to execute a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Affordable Rental Housing Agreement and Restriction, an Amended and Restated Affordable Rental Housing Agreement and Restriction, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project and 1575 Tremont Street, all upon terms and conditions determined to be in the best interests of the BRA.

# 95 Saint Alphonus Street, Mission Hill

1:1,800



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