



Planning Department

MEMORANDUM

TO: Sherry Dong
Chairwoman, City of Boston Board of Appeal

FROM: Joanne Marques
Regulatory Planning & Zoning

DATE: October 23, 2025

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the October 28, 2025 Board of Appeal's Hearing.

Also included are the Board Memos for:

22 Pratt ST Allston 02134

80 Smith ST Mission Hill 02120

100 Smith ST Mission Hill 02120

150 Third AV Charlestown 02129

If you have any questions please feel free to contact me.



Case	BOA1720663
ZBA Submitted Date	2025-05-13
ZBA Hearing Date	2025-10-23
Address	14 Monument CT Charlestown 02129
Parcel ID	0203309000
Zoning District & Subdistrict	Charlestown Neighborhood 3F-2000
Zoning Article	62
Project Description	Proposed project calls for an extension of the kitchen on the first floor of the property with the creation of a first floor deck with staircase down to the south side yard.
Relief Type	Variance
Violations	Usable Open Space Insufficient Rear Yard Insufficient

Planning Context:

The proposed project site is located in the Charlestown Neighborhood Zoning District, specifically within a Charlestown Neighborhood Design Overlay District (NDOD) and a 3F-2000 residential subdistrict.

14 Monument Ct is a single-family detached residence located on a relatively square parcel of land with a total lot area of 1,210 sq ft. A majority of immediately adjacent buildings are three-family condominium buildings situated on long, narrow parcels with total areas much closer to the 2000 sq ft. minimum lot area required by the 3F-2000 district. 14 Monument Ct. is one of three properties that have frontage on Monument Ct; the orientation of surrounding parcels and buildings creates both a 1' north side yard and 0' rear yard on this parcel as an existing condition. This lot is incredibly well served by open space, with direct proximity to both Winthrop Park and Monument Square Park; surrounding parcels notably do not have yards, but provide residents open space through roof decks, porches, and patios.

Zoning Analysis:

The proposed project is flagged for two dimensional violations: Insufficient Usable Open Space and Insufficient Rear Yard. In its current condition, the parcel has 280 sq ft of usable open space which the proposed project reduces to 165 sq ft. Zoning requires 350 sq ft of usable open space per unit, a dimensional requirement that 14 Monument Ct does not meet in its existing



state. This minimal worsening of the dimensional violation still provides the residents with an ample amount of open space on their parcel, especially considering how well served by parks this parcel is. A majority of surrounding lots aim to meet this requirement through paved patios and roof decks; this proposed project both provides a first-story deck and maintains a majority of the side yard area currently used as patio space.

The Insufficient Rear Yard violation here is an existing condition of 14 Monument Ct, the 3F-2000 residential subdistrict requires 20' rear yard setback and this property contains a 0' rear yard setback. The proposed project does not impact the rear yard at all, maintaining this existing non-conformity but not worsening it. A 0' rear yard setback here is the product of this parcel's orientation relative to the long and narrow surrounding lots and is more than compensated for by the 12.1' south side yard that this lot will have with the proposed project. The Charlestown NDOD requires Planning Department Design Review for all proposed additions over 300 sq ft; the proposed project in total adds 135 sq ft, set back and unseen from the public right of way. This proposed project does not meet any thresholds to trigger the Design Review requirement of the Charlestown NDOD. This proposed project is highly contextual with the surrounding buildings on a lot incredibly well served by open space while maintaining ample open space on the parcel, because of this the City of Boston Planning Department recommends approval.

Recommendation:

In reference to BOA1720663, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1763426
ZBA Submitted Date	2025-08-13
ZBA Hearing Date	2025-10-23
Address	200 State ST Boston 02109
Parcel ID	0303790000
Zoning District & Subdistrict	Government Center/Markets Markets Protection Area
Zoning Article	45-14
Project Description	The project seeks a change of use to allow for recreational indoor amusement with more than four gaming/arcade machines.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The existing property is an exempt property that sits at the corner of State Street and John F Fitzgerald Surface Road. The building is a multi-level complex that houses a parking garage, small offices, and commercial retail like souvenir stores, IT'SUGAR candy store, and the Museum of Illusions. The rear of the property faces Commercial and South Market Streets and is part of the Faneuil Hall district, sitting in the Markets Protection Area. Across the plaza, there are additional restaurants and bars within Quincy Market. This is a highly-trafficked area, and a popular tourist destination that welcomes over 18 million visitors annually.

Zoning Analysis:

The project proposes a conditional use within Article 45-14 of the zoning code, which details gaming/arcade machines as an accessory use subject to the limitations and restrictions of Section 8-2.5 (Accessory Uses). Per Article 45-14 of the zoning, the maintenance and operation of amusement games machines in any commercial establishment is a conditional use, and limited to four (4) such machines. The proponent project is seeking to install 35 new gaming machines within the existing structure and makes no changes to the building envelope.

"Gatcha" and claw machine arcades are growing in popularity, particularly with younger age groups. The proposed project's proximity to other businesses of touristic interest make it appropriately situated for this conditional use. Article 6-3 of the zoning code, Conditions



Required for Approval, states that the Board of Appeal shall issue a Conditional Use permit granted that the specific site is appropriate, the use will not adversely affect the neighborhood, harm pedestrians or interfere with vehicular traffic, and that the use does not constitute or create a nuisance.

This case represents a case for zoning reform, as this use case is considered both conditional and accessory. By limiting the number of machines, the zoning code ensures that arcades remain a secondary use for business like convenience stores, bars, or restaurants - whereas this change would designate "arcade" as the primary use of the space. Restricting arcades as a primary business use was a practice that developed in the early 80s. During this era, arcades (known at the time as "automatic amusement machines") were officially designated as public nuisances because they were thought to encourage truancy. Today, The City can allow for arcades by-right, as a way to diversify its entertainment offerings and appeal to a broader demographic; one of the stated goals of PLAN: Downtown. Zoning reform is warranted to better reflect the evolving nature of commercial retail.

Plans prepared by CONTEXT: a Collaborative Design Workshop on June 13, 2025.

Recommendation:

In reference to BOA1763426, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1762978
ZBA Submitted Date	2025-08-13
ZBA Hearing Date	2025-10-23
Address	152 Canal ST Boston 02114
Parcel ID	0301603000, 0301596000
Zoning District & Subdistrict	Bulfinch Triangle General Area
Zoning Article	6-4
Project Description	The project seeks the continued use of the premise as a commercial parking lot for up to 35 vehicles, and requests the removal of a sunset proviso.
Relief Type	Conditional Use
Violations	Other Condition Necessary as Protection

Planning Context:

The proposed is located at 152 Canal Street containing 35 parking spaces and sits within the General Area subdistrict of the Bulfinch Triangle district. Due to its location within a Restricted Parking District, an open-air parking lot is a conditional use. A number of similar open-air parking lots exist in the immediate vicinity of the proposed, and nearby North Station provides a substantial amount of structured off-street parking.

The premises has been used as a surface parking lot, with space for up to 35 vehicles since 1967 - a use that predates the adoption of the Bulfinch Triangle zoning code amendments, and the development of City policy and planning efforts like Go Boston 2030 and Climate Ready Boston, that seek to strike a balance between the highest-and-best use of a property, and climate resiliency measures.

Satellite views show the inclusion of screening/buffering through trees at both entrances to the lot, as do the current plans submitted. Applicant should continue to maintain this green space. The original application for this use case was filed in December of 1967. Since then, the site has been granted a total of nine (9) conditional use permit extensions, with the last one being in 2019, for three (3) years.

Zoning Analysis:



The refusal letter cites the project as being in violation of Article 6, Section 4 of the Boston zoning code. This article, “Other Conditions Necessary as Protection”, states that the Board of Appeal may attach conditions and safeguards as it deems necessary to assure harmony with the general purposes and intent of the code as it is written. Though the lot sits within a FEMA Flood Hazard Area 2025, a Restricted Parking District, and a Parking Free Zone, the proposed has been granted extensions on its conditional use on the basis that the parking lot (1) predates the most recent code provisions, (2) contributes to the overall promotion of commercial, retail, and services uses, (3) proximity to the arena facilities, and (4) serves a traffic demand not adequately provided for by public transportation.

Given the substantial amount of available parking in the area, particularly structure parking in and around North Station and the ongoing and expanding capacity of public transit lines through North Station (Green and Orange Lines), use of the facility alone does not constitute means for continued conditional use relief. Future conditional requests for off-street parking in this area should consider providing additional mitigation to assist with reduction of congestion, and improvement to the public realm.

As mentioned, the lot is located within a FEMA Flood Hazard Area as well as a Coastal Flood Area District. Though the existing lot is in conflict with the City’s larger climate resiliency goals (Climate Ready Boston), and as such, the proponent should also consider resiliency measures for the lot, addressing permeability and potential run-off.

Recommendation:

In reference to BOA1762978, The Planning Department recommends APPROVAL WITH PROVISIO/S: conditional use relief granted and set to expire in four (4) years, and the REMOVAL OF PROVISIO that requires BPDA design review for screening/buffering.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen O'Neil".

Deputy Director of Zoning



Planning Department

CITY of BOSTON



Case	BOA1773004
ZBA Submitted Date	2025-09-08
ZBA Hearing Date	2025-10-23
Address	113 to 129 Seaport BL Boston 02210
Parcel ID	0602643040
Zoning District & Subdistrict	Harborpark: Fort Point Waterfront General Area
Zoning Article	Article 42A
Project Description	Change use occupancy new restaurant Nowon add Live entertainment DJ to existing No construction required Fire alarm is already designed automatically shut down music if FA system alarms Existing Business Offices Retail Commercial w F1 assembly recently opened
Relief Type	Variance
Violations	Use Forbidden - Live Entertainment

Planning Context:

Seaport Square PDA #078

Zoning Analysis:

The Proposed Project falls within Planned Development Area ("PDA") No. 078 as established by Map Amendment No. 636 effective 12/13/17. This use is allowed under the approved Development Plan.

Recommendation:

In reference to BOA1773004, The Planning Department recommends APPROVAL. Revised site plans be submitted to the Planning Department for issuance of Certificate of Consistency.

Reviewed,

Deputy Director of Zoning



Case	BOA1759625
ZBA Submitted Date	2025-08-06
ZBA Hearing Date	2025-10-23
Address	604 E Third ST South Boston 02127
Parcel ID	0603472002
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Change use from one-unit residential use to two-unit residential use through internal renovations.
Relief Type	Variance
Violations	Additional Lot Area Insufficient Parking or Loading Insufficient

Planning Context:

The proposed project sits in an established residential area just north of South Boston's East Broadway corridor. Its surrounding context consists of two- to five-story structures that predominately house multi-family residential uses. Several ground floor commercial establishments as well as smaller-scale residential uses (one, two, and three-unit structures) can also be found surrounding the property. Additionally, the site sits within a short walk (quarter-mile) of South Boston's Medal of Honor Park and several MBTA bus stops (which service the 7, 9, 10, and 11 routes).

The project site is currently occupied by an existing two-story semi-attached single-unit residential structure. The site features no existing off-street parking spaces. The proposed project seeks to renovate the existing one-unit structure by: (1) subdividing its existing first and second story living space to accommodate an independently accessed second dwelling unit at the second story; and (2) converting its existing basement storage space into livable area to extend the livable area of the structure's ground floor unit. This renovation is proposed as entirely internal to the structure, with no changes slated for its exterior or site plan. This project scope aligns with the stated goals of South Boston's residential zoning: to maintain, enhance, and promote the character of the residential neighborhoods in terms of density, housing type, and design; to provide for medium-density single, two, and three family and multifamily housing



appropriate to the existing built environment; and to encourage appropriate development which enhances the Residential Subdistricts while preventing overdevelopment (Section 68-6, 2014). It also is supported by Boston's citywide housing goals, found in "Housing a Changing City, Boston 2030" (2018), which encourage projects that increase the occupancy of and make improvements to the City's existing housing stock.

Of note, the proposed project sits outside of Boston's Coastal Flood Resilience Overlay District (CFROD) and is not categorized as having any significant flood risk. Additionally, its drawings show the appropriate ceiling height (7'6") and egress measures (multiple above-grade egress windows) to accommodate basement living space. Because of these factors, the project's proposed expansion of the living area into the basement is deemed safe and appropriate for the site.

Zoning Analysis:

The proposed project's insufficient parking and lot area violations are both existing conditions on the property, not proposed to be changed by the project. Of note, the existing site - which was originally parceled in 1890 - is exceptionally small and narrow (1,062 square feet of area, under twenty feet wide). These dimensions make accommodating any off-street parking impossible without demolishing the existing structure. They also mirror the lot dimensions of the property's abutting lot, which houses the other half of the semi-attached residential structure to which this project relates, and already has an existing two-unit residential land use (with a basement dwelling unit). Because of these factors, as well as the commonality of these small lot dimensions and zero-parking conditions across the surrounding area, the project is deemed appropriate for the context.

Recommendation:

In reference to BOA1759625, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1746157
ZBA Submitted Date	2025-07-09
ZBA Hearing Date	2025-10-23
Address	70 Charles ST Boston 02114
Parcel ID	0502406000
Zoning District & Subdistrict	Boston Proper L-2-65
Zoning Article	6-6
Project Description	The project seeks a change of use, absorbing two existing retail spaces within the lot, and adding them to an existing Tatte Bakery. The proposed change would expand the square footage of the Tatte Bakery from 1,320 sq. feet to 3,415 sq. feet - a 159% increase in Floor Area.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The proposed project sits in the Historic Beacon Hill District and is within the Boston African American National Historic site; a set of 15 pre-Civil War structures relating to the history of Boston's 19th-century African-American community, connected by the Black Heritage Trail. The parcel is an exempt property type and was constructed in 1899. The location sits on the corner of Charles and Mount Vernon Streets, in Beacon Hill's primary commercial retail district, where other restaurants like A Sanctuary Cafe, The Sevens Ale House, and Kured Sandwich Shop, are in close proximity. The interior work will consist of new interior non-load bearing partitions, finishes, and new MEP. Exterior work will include replacement of the existing tenant signage (which is being submitted and reviewed separately).

Zoning Analysis:

The proposed is cited as being in violation of Article 6 - Section 6 of the underlying zoning code, which states that any lawful use existing on the effect date of the amendment of the zoning code, shall be deemed to have been authorized as a conditional use subject to maintaining the character and extent of operations and structure existing on the effective date of this code. Any application or a change in use or an increase in the area devoted to such use shall be subject



to the provisions of Article 6, which refers to Section 8-3, and states Use Regulations for Use Items No. 37: Lunch room, restaurant, cafeteria or other place for the service of sale of food or drink for on-premises consumption...in subdistricts L-2-65, such as this, the use is Conditional.

Given the surrounding context of the proposed site, and the existing operations of the business there, zoning relief is warranted. Because of its location within the Boston National African American Historic site, the signage for this proposal will be subject to Landmarks review.

Recommendation:

In reference to BOA1746157, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1747232
ZBA Submitted Date	2025-07-11
ZBA Hearing Date	2025-10-23
Address	10 Marmion ST Jamaica Plain 02130
Parcel ID	1102099000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-4000
Zoning Article	55
Project Description	Adding two dormers to an existing two and a half story, single unit residential structure and enclosing the existing rear porch.
Relief Type	Variance Conditional use
Violations	FAR Excessive Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient Extension of non-conforming use

Planning Context:

The existing structure is a 2.5 story, single unit residential structure. It is located on a residential street where many structures are similar in size with heights ranging from 2.5 to 3 stories.

The project proposes to add shed dormers to an existing finished attic to expand the amount of usable floor area. It also proposes to enclose a porch in the rear of the structure while maintaining the original footprint. These types of renovations are an example of the kinds of renovations the Planning Department seeks to streamline via the new Neighborhood Housing Zoning initiative, announced in November 2024, where the goal is the eventual citywide allowance of maintenance and upgrades to existing structures without the need for zoning relief via variances.

Zoning Analysis:

The maximum floor area ratio (FAR) in the subject district is 0.7. The existing FAR is 0.66 and the proposed is 0.77. There are several examples of residential structures in the area with an FAR higher than 0.7.



The existing height of the structure is 2.5 stories; the proposed dormers will increase the height to three stories tall. The maximum height in the subject district is three stories. No violation for height is found.

The front and south side yards are existing non-conformities. The required front yard is fifteen feet and the existing is 9.7 feet. The required side yard is seven feet, and the existing south side yard is 1.1 feet. The proposed dormers are within the existing side yard but do not encroach on the required front yard. The Planning Department supports the request for variance with respect to the required side yard because the proposed dormer is within the owners right to improve their property. However, design review is recommended for the proposed dormers to ensure that they meet design guidelines which will also contribute to maintaining adequate light and air between the project and the property to the south.

The proposed dormers also constitute an extension of a non-conforming structure. As detailed above, a conditional use with design review can meet design guidelines while respecting the owner's right to improve their property.

Recommendation:

In reference to BOA1747232, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with respect to the dimensions of the proposed dormers, especially on the southern side of the structure.

Reviewed,

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Deputy Director of Zoning



Case	BOA1757199
ZBA Submitted Date	2025-07-31
ZBA Hearing Date	2025-10-23
Address	8 Sylvester RD Dorchester 02122
Parcel ID	1604164000
Zoning District & Subdistrict	Dorchester Neighborhood 1F-5000
Zoning Article	65
Project Description	Erect two dormers to extend living area to the existing third floor attic.
Relief Type	Variance
Violations	Side Yard Insufficient Front Yard Insufficient Height Excessive (stories)

Planning Context:

The proposed project would add two dormers to an existing one-family residential building. This will include an addition to the rear, one story portion of the building to bring its height in line with the front half of the building structure at two and a half stories. While this proposed space contains two new bedrooms, there will be no change to the one-family use currently present on the property. The proposed project is well in line with the neighborhood's character and its immediate surroundings. Of the buildings located along this block of Sylvester Road, 10 of the 12 existing buildings have dormers of a similar style and scale to the proposed project. This reflects a disconnect between the zoning code and the existing built environment of the neighborhood, which signals the potential need for zoning reform in the area.

Zoning Analysis:

The proposed project triggers three zoning violations. The first two violations are regarding side yard and front yard setbacks. However, there are no changes being made to these existing dimensional violations with the proposed renovation. The proposed vertical extension of existing setback non-conformities increase building footprint.

The final violation is in regards to the height of the building in stories. However, this is again an already existing nonconformity for the previously constructed building. The existing building is two and a half stories, with the proposed dormers protruding from the existing roof. The dormers



will convert this building into a full three stories, as the zoning code states "The ceiling area or plane, measured at a height of seven and one-third ($7\frac{1}{3}$) feet above the floor, is a minimum of one-third ($\frac{1}{3}$) the area of the floor" in order to be considered a half story. As the proposed project is below that threshold, it is counted as a full story. However, there will be no increase to the overall height of the building, as the existing roof extends higher than the top of the proposed dormers. In addition, the existing building and its proposed addition are in scale with the nearby neighborhood. Triple-deckers are common in this area, which are traditionally three-story buildings. This discrepancy again reflects a disconnect between the zoning code and the built reality of the neighborhood, and points to the need for potential zoning reform.

Recommendation:

In reference to BOA1757199, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning

Zoning



Case	BOA1756052
ZBA Submitted Date	2025-07-29
ZBA Hearing Date	2025-10-23
Address	83 to 85 Cornell ST Roslindale 02131
Parcel ID	1805429000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	This project will enlarge an existing dormer in the rear to widen the bathroom and closet space.
Relief Type	Variance
Violations	Rear Yard Insufficient

Planning Context:

83 to 85 Cornell St is a two-unit condo located in a primarily residential area of Roslindale. The houses in this area of Roslindale are predominantly one- and two-unit, detached residences with generous rear yards. The existing building is located towards the rear of the property line, possibly to preserve a tree that takes up the middle of the lot. The proponent plans to extend an existing dormer on the residence at 82 Cornell St to create more space for the bathrooms and closets.

Zoning Analysis:

The proposed project has one violation with regards to rear yard insufficient.

In this district, a minimum of 40 ft of rear yard is required. This is an existing nonconformity, as the current building has a rear yard of 14 ft. Any alteration to this property would trigger a rear yard violation. Because this is not worsening the violation and preserves the existing rear yard depth, relief is recommended.

Plans reviewed are titled "Plan of Land at 83 Cornell St", are prepared by J Webby Consulting LLC, and dated May 23, 2022.

Recommendation:

In reference to BOA1756052, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1769103
ZBA Submitted Date	2025-08-26
ZBA Hearing Date	2025-10-23
Address	26 Windom ST Allston 02134
Parcel ID	2200080000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 1F-4000
Zoning Article	51
Project Description	The applicant proposes to construct a two-story rear addition to the existing one-unit dwelling.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Rear Yard Insufficient

Planning Context:

26 Windom Street is located in the 1F-4000 Residential Subdistrict of Allston-Brighton. The block is lined with small detached homes, several of which have been expanded with rear or side additions of similar scale. The existing two-and-a-half-story house sits on a 3,400 square foot lot. The proposal is to construct a two-story rear addition; the scale and form of the addition are consistent with patterns of expansion already present in the neighborhood. The site is directly adjacent to the Enterprise Research Campus (ERC) and the emerging greenway corridor, where larger-scale mixed-use and affordable housing projects are being planned. While this broader context reflects significant change at the district scale, the proposed addition at 26 Windom remains in character with the surrounding residential block.

Zoning Analysis:

The property is located within the 1F-4000 Residential Subdistrict of the Allston-Brighton Neighborhood District. A review of the proposal against Article 51 of the Boston Zoning Code has identified the following zoning issues:

Floor Area Ratio (FAR): Article 51, Section 9, and Table D establish a maximum FAR of 0.5 in the 1F-4000 subdistrict. On a 3,400 square foot lot, this allows for 1,700 square feet of gross floor area. The existing home is approximately 1,178 square feet (FAR 0.30). With the proposed



two-story rear addition, the total would rise to about 2,244 square feet (FAR 0.66), exceeding the maximum and requiring relief.

Side Yard: A 10-foot side yard is required. The project would maintain a setback of 4'-9", matching the existing structure along the property line. Relief is needed to continue this nonconforming condition.

Rear Yard: A 30-foot rear yard is required. The addition would reduce this setback to 3 feet from the rear property line. Although this is a substantial shortfall, similar conditions are common in the neighborhood, where many older homes and additions do not meet current rear yard requirements.

Given the small lot, the modest scale of the addition, and the citywide goals of housing diversification, the ZBA should consider granting relief. The project reflects the way many Allston-Brighton homes have been adapted over time and underscores the need for zoning updates that better match the built fabric of Boston's neighborhoods.

Plans reviewed: "26 Windom: Rear Addition Permit Set," prepared by Anderson Porter Design and dated May 15, 2025.

Recommendation:

In reference to BOA1769103, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1760425
ZBA Submitted Date	2025-08-07
ZBA Hearing Date	2025-10-28
Address	809 to 821 BEACON ST Brighton 02135
Parcel ID	2100173000
Zoning District & Subdistrict	Audubon Circle Neighborhood MFR
Zoning Article	61
Project Description	Remove previous proviso stating that non-conforming conditional use permit for 249 vehicles will expire in five years
Relief Type	Conditional Use
Violations	Other Protectional Conditions: Remove proviso: "this decision to expire in 5 years"

Planning Context:

The proposed project seeks to remove the previous proviso requiring that the non-conforming conditional use permit for 249 vehicles at 809-821 Beacon Street will expire after 5 years. This site is currently used as a surface parking lot for Boston Children's Hospital and will continue to serve that purpose. A conditional use permit was previously granted by the ZBA on July 21, 2020. Although the plans have not moved forward, this site was previously approved by the BPDA Board in 2021 to create a mixed-use building, which would have included residential rental housing units, institutional patient housing for Boston Children's Hospital patients, and ground-floor retail.

Zoning Analysis:

The refusal letter states one citation: other protectional conditions. The proposed project is located within the Audubon Circle Neighborhood within an MFR subdistrict, which is governed by Article 61 of the Zoning Code. There is also a Restricted Parking District overlay. Within this subdistrict, accessory parking is a conditional use when it is used for nonresidential uses within a Restricted Parking District. The proposed project was previously issued a Conditional Use Permit by the Zoning Board of Appeal in July 2020 with the Proviso "this decision to expire in 5 years." The Board granted a conditional use under Section 6-3 of the Zoning Code as it met the following conditions: a) specific site is an appropriate location for such use, b) use will not



adversely affect the neighborhood, c) there will be no serious hazard to vehicles or pedestrians from the use, d) no nuisances will be created and e) adequate and appropriate facilities will be provided for the proper operation of the use.

While this location has met the criteria to be used as surface parking, the previous Proviso “to expire in 5 years” should remain with the five-year period restarting upon this new approval to help ensure that the 2021 BPDA Board approved project is able to move forward at this location and not have this project stay as a surface parking lot indefinitely.

The supporting plot plan is titled U491757232 Plot Plan 809-821 Beacon St and is dated June 27, 2007.

Recommendation:

In reference to BOA1760425, The Planning Department recommends DENIAL. The Proviso should be renewed for another 5-year period to ensure that this location does not stay as a surface parking lot indefinitely.

Reviewed,

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Deputy Director of Zoning



Case	BOA1748157
ZBA Submitted Date	2025-07-14
ZBA Hearing Date	2025-10-28
Address	239R Beech ST Roslindale 02131
Parcel ID	2000781010
Zoning District & Subdistrict	Roslindale Neighborhood 1F-6000
Zoning Article	67
Project Description	Construct three story one-unit dwelling with two parking spaces upon an existing vacant lot.
Relief Type	Variance
Violations	Conformity with Existing Building Alignment Height Excessive (stories) Rear Yard Insufficient

Planning Context:

239R Beech St is a vacant lot in a residential area of the Roslindale neighborhood. It is close to the border of West Roxbury and approximately a fifteen minute walk away from the Bellevue MBTA Commuter Rail Station. One- and two-unit homes are the dominant residential typology. Homes in this area of Roslindale tend to have generous rear yards.

239R Beech St is located behind 239 Beech St and the surrounding block context demonstrates an existing pattern of rear-lot development. Specifically, parcels such as 235R Beech St (located behind 235 Beech St) and 237R Beech St (located behind 237 Beech St) provide clear precedent for dwellings situated behind street-facing homes. One street over, 251 Beech St is also situated in the rear behind 253 Beech St. Additionally, the homes and lots along this street generally share a similar height, character, and size to the subject property. The proposed project generally keeps with the established character of the neighborhood and is not expected to negatively impact the surrounding community.

Zoning Analysis:

This proposal has triggered three zoning violations: conformity with existing building alignment, rear yard insufficient, and building height excessive (stories).



Because 239R Beech St is located behind 239 Beech St and does not front a street, conformity with existing building alignment is cited as a violation so that 239R must maintain the same front yard depth as 239 Beech St. Although the front yard depth for 239 Beech St is not explicitly shown on plans, it is estimated to be approximately 22 ft. Plans show that the front yard depth for 239R Beech St will be 8 ft to the front porch. However, relief is warranted because the front yard is consistent with the abutting residential property at 237R Beech St in addition to its neighbor 235R Beech St.

Plans show that the rear yard is 31.6 ft, and 40 ft is required in this zoning district. However, similar to front yard, relief is warranted because the rear yard is consistent with the abutting residential property at 237R Beech St in addition to its neighbor 235R Beech St.

The height (stories) for the 1F-6000 subdistrict is 2.5 stories, but plans show that the proposed height (stories) is 3 stories, with two stories above ground and one story below ground. The lowest level of the house is built into the slope of the site, so from the street it appears as a two-story structure even though it has three levels. Therefore, the neighborhood context is not affected by this building having three stories. Relief is recommended.

Plans reviewed are titled "Site Plan of Land located at 239R Beech Street, Roslindale, MA" prepared by Boston Survey, and dated December 7, 2024.

Recommendation:

In reference to BOA1748157, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1721875
ZBA Submitted Date	2025-05-16
ZBA Hearing Date	2025-10-28
Address	37 Bexley RD Roslindale 02131
Parcel ID	1903138000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	This project will convert an existing two-unit dwelling to three units.
Relief Type	Variance
Violations	Use: Forbidden

Planning Context:

37 Bexley Road is a two-unit detached house located in an area of Roslindale that transitions between the more commercial area of Roslindale Square (five min walk) and predominantly residential uses. The houses in this area of Roslindale are predominantly a mix of two- and three-unit detached residences.

The proponent plans to remove exterior stairs between the second and third floors to enforce separation between the second and third floors, both of which are currently built out as separate dwelling units. Currently, the first floor of 37 Bexley Road is its own residence. The second and third floors combined represent another residence, despite the third floor being fully built out as a separate dwelling unit with a kitchen, bathroom, and bedrooms. The building is functionally already three units, and the proponent is confirming the legal occupancy to three separate units. This proposed addition appears to fall under the category of an internal ADU because it is a dwelling unit that would remain in the envelope of the existing building.

Zoning Analysis:

The proposed project has one violation with regards to use: forbidden.

In this 2F-5000 district, a maximum of two dwelling units are allowed per lot, therefore the third unit is forbidden. However, the third floor is already built out as an independent dwelling unit, and the only change to the building would be removing an exterior staircase that connects the



second and third floors. Because of the minimal changes involved in converting this residence from two- to three-units, relief is recommended

Plans reviewed are titled "Certified Plot Plan located at 37 Bexley Road Roslindale, MA", are prepared by Boston Survey, Inc. and dated February 25, 2025.

Recommendation:

In reference to BOA1721875, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1718701
ZBA Submitted Date	2025-05-07
ZBA Hearing Date	2025-10-28
Address	41 Hollingsworth ST Mattapan 02126
Parcel ID	1801814000
Zoning District & Subdistrict	Greater Mattapan Neighborhood Two Family Residential (R2)
Zoning Article	60-3
Project Description	The proposal seeks a change in occupancy from light manufacturing to a Community Wellness Center, with plumbing renovations that include adding handicap accessible bathrooms.
Relief Type	Variance
Violations	Forbidden Use

Planning Context:

The proposed project sits within a single story, 3,337 sq. foot building on a large 8,250 sq. foot lot in Mattapan. With an FAR of 0.4, the remainder of the lot not covered by the building is a large surface parking lot with room for up to 20 vehicles. Additionally, the property has a small amount of storage at the rear and a basement level.

Along its northwest side, the parcel is delineated by the MBTA Community Rail Fairmont Line, and on all other sides are residential properties with FAR of similar proportions, though on substantially smaller lots. The parcel is screened from the train tracks by a line of large trees approximately 2-stories in height.

There are no zoning overlays at this address and the building is regulated by Article 60 of the zoning code. The parcel is zoned for Two-Family Residential in the Greater Mattapan Neighborhood district. The Two-Family Residential (R2) Subdistricts are designed to preserve, maintain, and promote low density two-family neighborhoods, to preserve existing structures, to provide for new infill construction appropriate to the existing fabric, and to allow minor changes to occur as of right. Changes to the Residential Zoning were encoded on February 7th, 2024 as a part of PLAN: Mattapan.



Zoning Analysis:

The proposed is cited as being in violation of Article 60 Section 3, wherein the proposed use would be Forbidden and the refusal letter was issued on the basis that this Use case would be considered an Adult Day Health Center. The building is currently occupied by two businesses: “The Boston Standard Company”, which provides plumbing, HVAC, and electrical services (Forbidden under current zoning); and “ThriveWell Adult Day Health Center”, which provides Adult Day Health services, Transportation services for the elderly, Cultural & Community Engagement, and Mental Health & Social Work Support.

The newly proposed project, “The Child and Family Wellness Center” (TCFWC) provides Family Therapy and Counseling Services in several other locations throughout Massachusetts, including Springfield and Saugus. The mission of the TCFWC is “to celebrate and nurture cultural well-being by centering families from diverse backgrounds through in-home therapy, therapeutic mentoring, and outpatient counseling services to strengthen family dynamics and individual welfare”.

Renovations to the space would include an interior fit out of the existing commercial structure, including ADA accessibility. The building envelope would remain unchanged.

Mental health services are not an explicitly defined use in the Use Table, though Health Care uses such as a Clinic, Custodial Care Facility, and Hospital are Forbidden. Conversely, Community Centers are newly Conditionally Allowed in the Residential-2 subdistrict as updated through the Article 60 Residential Zoning Amendments as a part of PLAN: Mattapan. Additionally, Adult Day Health Centers (re: the refusal letter), as well as Child Care Centers, were made Allowed Uses. The services offered by TCFWC constitute something in between all the aforementioned uses.

Given the fact that the parcel is currently occupied by one Trade Use that is Forbidden in the Residential-2 Allowed Uses, and another business which already provides similar services and community benefits, zoning relief is warranted.

PLAN: Mattapan focuses on community-driven visioning for growth that includes deepening access to critical social services and supporting community well-being. As such, the proposed change of use is appropriate for the neighborhood writ large and contextual to the surrounding area.



Plans for the project were submitted by Hresko Associates and are dated February 27, 2025.

Recommendation:

In reference to BOA1718701, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, reading "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1727834
ZBA Submitted Date	2025-05-28
ZBA Hearing Date	2025-10-28
Address	83 Hamilton ST Dorchester 02125
Parcel ID	1502082000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Demolish and reconstruct roof dormers to produce additional living area
Relief Type	Variance
Violations	FAR Excessive

Planning Context:

The proposed project site is in a residential neighborhood comprised of mostly 2-, 3-, and 4-plus unit buildings equidistant from amenities on Bowdoin Street and Columbia Road.

Zoning Analysis:

The proposed project is seeking relief for one zoning violation for exceeding the maximum required Floor Area Ratio. Article 65 dimensional regulations require a maximum FAR of 0.5. This is not representative of the FARs that currently exist on the site or on the street. The proposed renovations make a marginal difference in FAR compared to the existing noncompliance of the current structure. The proposed FAR is contextual with neighboring properties. Therefore, this violation is recommended for relief.

Plans reviewed are titled "Proposed Shed Dormer Addition 83 Hamilton Street Dorchester, MA", prepared by Nazeih Hammouri Professional Engineering, and dated 5/02/24.

Recommendation:

In reference to BOA1727834, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1689097
ZBA Submitted Date	2025-01-15
ZBA Hearing Date	2025-10-28
Address	18 Robeson ST Jamaica Plain 02130
Parcel ID	1102493000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-4000
Zoning Article	55
Project Description	Proposal to add an additional dwelling to a lot with an existing three family residential structure.
Relief Type	Variance
Violations	Two or More Dwelling Same Lot

Planning Context:

This is the case for the existing structure at 18 Robeson Street. The companion case, BOA1689101, covers the proposed construction of an additional structure on the lot at 18R Robeson Street.

The property is a large through lot in a residential area within Jamaica Plain. The project proposes a new residential structure behind the existing three unit residential structure. The plans show what is likely a proposed lot line to create separate lots for the existing and proposed residential structures. The existing three-unit residential structure sits toward the front of a large through lot with frontage on both Robeson Street and Rocky Nook Terrace. The new structure is proposed between the primary structure and Rocky Nook Terrace with a small rear yard between the structure and the right of way. The large through lot means that the scale of the project fits within the context of the neighborhood while helping to achieve the City goal for infill residential development.

Zoning Analysis:

The project is cited for two or more dwellings on the same lot for this case, BOA1689097, and BOA1689101 at 18R Robeson Street. Pursuant to Section 55-41.12 of the Zoning Code, the Zoning Analysis for BOA1689101 finds that open space and light and air will not be less than would be provided if the requirements of Section 55-41.12 were met due to the large lot. If a



subdivision is completed, the lot for the existing dwelling would meet the dimensional requirements in Article 55 Table E of the Zoning Code.

Recommendation:

In reference to BOA1689097, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1689101
ZBA Submitted Date	2025-01-15
ZBA Hearing Date	2025-10-28
Address	18R Robeson ST Jamaica Plain 02130
Parcel ID	1102493000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-4000
Zoning Article	55
Project Description	Proposal to add an additional dwelling to a lot with an existing three-unit residential structure.
Relief Type	Variance
Violations	Two or More Dwelling Same Lot

Planning Context:

The property is located in a primarily residential area of Jamaica Plain between Washington Street and Franklin Park and is within one-half mile of the MBTA Green Street Station. The project proposes a new residential structure behind an existing three-unit residential structure on a through lot. Because the project is cited for two or more dwellings on the same lot, it is unclear if a subdivision is proposed. However, the plans show what is likely a proposed lot line to create separate lots for the existing and proposed residential structures. The existing three-unit residential structure sits toward the front of a large through lot with frontage on both Robeson Street and Rocky Nook Terrace. The new structure is proposed between the primary structure and Rocky Nook Terrace with a small rear yard between the structure and the right of way. The proposed structure is two stories tall, 2,091 square feet and has a floor plate of approximately 1,200 square feet, similar in size to the structures on Rocky Nook Terrace. The Accessory Dwelling Unit Guidebook approved in November, 2024 seeks to provide residents with guidance on how to utilize excess space within their current structures or lot to add an additional dwelling unit. The proposed structure is larger than the accessory dwelling units (ADUs) shown in the Guidebook but the lot size means the project functions more like a subdivision to separate off the rear of the lot while maintaining access from Robeson Street. The large through lot means that the scale of the project fits within the context of the neighborhood while helping to achieve the City goal for infill residential development; however,



the design could be improved so the project contributes to the neighborhood character on the Rocky Nook Terrace side.

While the plans do not show the extent of tree removal required for the project, visual inspection suggests that a significant amount of trees will need to be removed to build the new structure. Boston's Urban Forest Plan seeks to protect the City's tree canopy while recognizing other city priorities like housing.

Zoning Analysis:

The project is cited for proposing two or more dwellings on the same lot under Section 55-41.12 of the Zoning Code. Specifically, the proposal violates the requirement that a dwelling may not be placed behind a main building and the requirement for lot frontage. The project meets the other dimensional requirements discussed in Section 55-41.12. While it is unclear if a subdivision will be completed, the provisions of Section 55-41.12 which state that the dimensional requirements "shall apply as if such Dwelling were on a separate lot" mean that the same standards will apply to the new structure whether it is on its own lot or not.

Section 55-41.12 states that the "Board of Appeal may grant permission for a variation from the requirements of this Section 55-41.12 if it finds that open space for all occupants, and light and air for all rooms designed for human occupancy, will not be less than would be provided if the requirements of this Section 55-41.12 were met."

The project is proposed on a through lot which, at 13,116 square feet, is much larger than other lots in the area. The lot size, additional frontage on Rocky Nook Terrace, and location of the existing residential structure mean that there is ample room for an additional dwelling unit in the rear. The Planning Department finds that open space and light and air will not be less than would be provided if the requirements of Section 55-41.12 were met due to the large lot. Design Review is recommended to preserve trees where it is possible and if needed, recommend that additional trees be planted to preserve tree canopy. Also, Design Review should consider if the project can be oriented towards Rocky Nook Terrace with an entryway, path, or similar while maintaining the primary access from Robeson Street to improve the project's contribution to the neighborhood character on that frontage.

While Fire Code is not enforced in zoning, it is practice for recommendations to acknowledge possible code violations, especially those highlighted in the ADU guidebook such as the requirements for Fire Department access and sprinkler requirements when access is limited.



The proposed residential structure is more than 25 feet from Robeson Street, meaning that sprinklers would normally be required. However, the lot also has frontage on Rocky Nook Terrace and the proposed structure is within 25 feet of that right of way meaning that sprinklers may not be required.

Recommendation:

In reference to BOA1689097, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to preserve existing tree canopy and if needed, plant replacement trees and to consider if the project can be better oriented towards Rocky Nook Terrace using an entryway, path, or similar to improve its contextual urban design.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1747957
ZBA Submitted Date	2025-07-14
ZBA Hearing Date	2025-10-28
Address	395 W Fourth ST South Boston 02127
Parcel ID	0601091000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The proposed project will change the use of 395 West Fourth Street from a single-family residence into a two-family residence. This project includes installation of a new kitchen and bathroom along with HVAC and electrical for the upper unit, and the finishing of the basement to extend the ground-floor unit's livable space. Finally, this project will build a two-story metal spiral staircase in the existing back yard, providing the upper-floor unit with a second means of egress.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Rear Yard Insufficient Lot Area Insufficient Additional Lot Area Insufficient Off Street Parking Required

Planning Context:

South Boston has an incredibly dense residential urban form, with a majority of the housing stock being built over a century ago; houses in the surrounding area consist of a variety of split-side and split-level designs located on long, narrow lots of land. 395 West Fourth Street and surrounding properties take advantage of these narrow lots through the creation of rear additions, often leading to narrow or even 0' back yards. The subject lot has an area of 1,500 sq ft, which despite being smaller than the 2,000 sq ft required by the MFR Zoning Subdistrict, is aligned with other parcels supporting two-family residential as a use. While this project does not propose off-street parking in the design, it is exceptionally well served by public transportation, located 0.1 miles (approximately 3-minute walk) from the nearest 9 bus stop, 0.2 miles (approximately 4-minute walk) from the nearest 11 bus stop, 0.2 miles (approximately 5-minute



walk) from the nearest 10 bus stop, and 0.6 miles (approximately 13-minute walk) from the Broadway MBTA Station.

This proposal is highly contextual with the goals of Housing a Changing City, Boston 2030 (September 2018) both directly contributing to the creation of new housing units while emphasizing the importance of neighborhood-compatible growth. The conversion of a single-family residence in this residential neighborhood of South Boston into two units directly increases the stock in one of Boston's most rapidly growing areas, while creating a multi-family residence that is more contextually aligned with immediately surrounding parcels.

Zoning Analysis:

The proposed project results in a total of six zoning violations, five dimensional violations and one related to the lack of on-site parking. Within the MFR Zoning Subdistrict, a minimum lot size of 2,000 sq ft is required for the first dwelling unit, with an additional 1,000 sq ft required for each additional unit. 395 West Fourth Street is both 500 sq ft less than the baseline requirement and half of what would be required to accommodate two dwelling units under current zoning.

The existing structure was built in 1890, consistent with the surrounding housing stock, most of which predates 1910. As a result, nearby parcels fall well below the additional lot area requirements established by the MFR Zoning Subdistrict, despite many containing multiple dwelling units. These dimensional standards are unrepresentative of South Boston's historic urban fabric and dense residential blocks. While some parcels meet the minimum 2,000 sq ft lot area requirement, expecting typical residential lots to conform to 3,000 or 4,000 sq ft thresholds for multiple units is impractical and inconsistent with existing conditions. The subdistrict also requires 200 sq ft of usable open space per dwelling unit; the proposed project doubles that amount to 400 sq ft, resulting in a new dimensional nonconformity. The design retains all 275 sq ft of existing open space on the parcel, which cannot feasibly be expanded given the site constraints. Because the property already falls below the minimum lot area, preserving existing open space should be deemed sufficient for two units. Finally, while the subdistrict limits FAR to 2.0, the proposed project will create an FAR of 2.2. Multifamily residences in the immediate area frequently exceed this limit, reaching 2.1 or higher; despite constituting a new dimensional violation, the proposed FAR remains consistent with the neighborhood context.

Rear additions and limited backyard areas are common throughout the surrounding housing stock and are characteristic of this neighborhood's built form. The property's existing rear yard



measures 6.2 ft and will be reduced to 0 ft under the proposed project, where a 20 ft rear setback would otherwise be required. This minor increase of an existing dimensional nonconformity results from an essential rear staircase addition that will provide the second means of egress for the new upper-floor dwelling unit. As this addition is required to enable the creation of a second residential unit, the impact of this dimensional violation should be considered negligible in light of the project's broader benefit in supporting housing creation.

The MFR Zoning Subdistrict also requires that single-family or two-family residential buildings provide a net total of 1.5 off-street parking spaces; the existing property provides 0 off-street parking spaces and the proposed project does not include parking in its scope. Due to the small lot area of this property, the provision of off-street parking would make the proposed renovation impossible. This location is also exceptionally well served by transit, with access to three MBTA bus routes and proximity to the MBTA Red Line, providing connections to key locations and amenities outside of South Boston. Lack of provision of off-street parking is more than acceptable in the context of the proposed work and degree of connectedness this lot has to transit.

Despite the dimensional and parking related violations incurred by this proposed project, the results of this project are highly aligned with the City of Boston's housing and development goals and are highly contextual with the surrounding neighborhood fabric. Because of this, the City of Boston Planning Department recommends this project for approval.

Recommendation:

In reference to BOA1747957, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1653647
ZBA Submitted Date	2024-09-18
ZBA Hearing Date	2025-10-28
Address	38 Fenway Boston 02115
Parcel ID	0401786000
Zoning District & Subdistrict	Fenway Neighborhood MFR-2
Zoning Article	66
Project Description	The proposed project involves the conversion of an existing single-family dwelling into a five-unit multi-family residential building. The scope of work includes a two-story vertical addition at the rear, resulting in a six-story rear elevation, and a three-story vertical addition at the front—comprising the 5th Floor, 6th Floor, and Penthouse levels—culminating in a seven-story front elevation. Additional improvements include the reconfiguration of existing interior spaces, installation of a new elevator, and the addition of front-facing decks and a private roof deck.
Relief Type	Variance
Violations	GPOD Applicability GCOD Applicability Use: Forbidden - Basement Unit FAR Excessive Usable Open Space Insufficient Rear Yard Insufficient Parking Design and Maneuverability Off-Street Parking & Loading Requirement

Planning Context:

Lots in the immediate vicinity are generally narrow and elongated. The surrounding urban fabric includes several architecturally similar developments, typically created through additions to existing structures that have been converted into mid-rise multifamily residential buildings, commonly rising to six stories. These local precedents often feature both front and rear additions, with front-facing decks located at the uppermost residential levels.

Zoning Analysis:



The proposed project triggers review under Section 29-4 of the Greenbelt Protection Overlay District due to new construction increasing the total gross floor area by more than 5,000 square feet. A review by the Parks Department is recommended.

The proposed project triggers review under Section 32-4 of the Groundwater Protection Overlay District due to new construction that may affect groundwater recharge and increase impervious surfaces. A review by the Boston Water and Sewer Commission is recommended.

While the proposed basement unit is a forbidden use under Article 66, Section 8, it updates an existing residential condition and meets key habitability standards, including ceiling height, natural light, ventilation, and egress. The project includes upgrades to life safety systems such as fire alarm, fire protection, and fire escapes. The site lies outside a designated flood hazard area, and similar basement units exist nearby. This unit contributes to the overall housing supply while aligning with neighborhood patterns.

While the project exceeds the allowable Floor Area Ratio (FAR) under Article 66, Section 9, the front and rear vertical additions align with established development patterns along Fenway Street, where single-family dwellings have been converted into mid-rise multifamily buildings. Comparable FAR levels in the immediate vicinity reflect the prevailing built form and reinforce the project's contextual compatibility.

While the proposed project does not meet the usable open space requirements under Article 66, Section 9, it is consistent with established development patterns along Fenway Street, where vertical additions are common and site constraints limit on-site open space. The property's direct adjacency to the Back Bay Fens provides substantial and accessible public open space for residents.

While the proposed project does not meet the rear yard dimensional requirements under Article 66, Section 9, it aligns with established development patterns along Fenway Street, where rear vertical additions are common and site constraints limit rear yard depth. The existing rear yard measures 22.5 feet, exceeding the required 20-foot setback. The proposed addition would reduce this dimension to 15 feet to accommodate functional improvements to the property. The rear addition extends the building's right side to align more closely with the left, resulting in a modest and contextually appropriate reduction in rear yard space. This design allows for



enclosed parking at the lower rear level and provides a structural foundation for new residential living space above.

The proposed project triggers review under Section 66-42 for exceeding the maximum allowed off-street parking per Table F and under Section 66-42.5(a) due to insufficient design of off-street parking maneuvering areas. A review of the parking by the Planning Department is recommended, which may include eliminating a space.

Recommendation:

In reference to BOA1653647, the Planning Department recommends Approval with Provisos, contingent upon: (1) review and approval of the plans by the Boston Water & Sewer Commission, due to the project's location within the Groundwater Conservation Overlay District (GCOD); and (2) submission of the plans to the Planning Department for design review with attention to the vertical addition and the maneuverability of the proposed parking spaces, which may include eliminating parking space(s).

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1743977
ZBA Submitted Date	2025-07-02
ZBA Hearing Date	2025-10-28
Address	434 Meridian ST East Boston 02128
Parcel ID	0103603000
Zoning District & Subdistrict	East Boston Neighborhood 2F-2000
Zoning Article	53
Project Description	The proposed project seeks to add 1.5 stories on top of an existing 2.5 stories, two-unit residential structure (four stories total) and increase the use from two to three units. There is no parking provided.
Relief Type	Variance
Violations	Side Yard Insufficient Roof Structure Restrictions Height Excessive Parking or Loading Insufficient

Planning Context:

434 Meridian ST located in East Boston is a two-unit, 2.5-story dwelling. Located on one of the busiest streets in East Boston, the surrounding neighborhood is home to a variety of building types. Residences in the area are a mix of two- and three-unit buildings ranging from two to four stories in height. The property is located within 50 feet of the Meridian ST at W Eagle ST served by the 114 and 116 MBTA Bus lines with frequent access to the MBTA Blue Line Stations, neighboring cities such as Revere and Chelsea, and various locations throughout the neighborhood. Additionally Meridian ST is part of Squares and corridors within PLAN: East Boston's which was developed to encourage active uses along the sidewalks to strengthen the commercial nature of the area and concentrate height and density (for residential uses) near transit (p.g. 79).

The proposed project seeks to add an additional 1.5 stories to an existing 2.5 story building (creating four full stories) and changing the occupancy from two to three units. The proposed units are multi-bedroom consisting of two, two-bedroom units on the 2nd and 3rd floor and one, three-bedroom bi-level unit on the 1st floor. There is no existing parking at the property and there is no new parking proposed. Nevertheless, the project is in alignment with the goals of Squares and Corridors in East Boston which promotes adding height, density, in areas well



served by public transit to create a walkable and inviting public realm also known as "transit-oriented development". Additionally, Increased density near transit, in coordination with decreased parking requirements, helps reduce an overreliance on cars, a critical strategy for achieving the City's safety, sustainability, and climate resilience goals.

These plans were submitted to ISD on October 3, 2024, and reviewed under the previously existing 2F-2000 zoning district. However, PLAN: East Boston was adopted by the BPDA Board in March 2024, and zoning to implement the plan was adopted by the Boston Zoning Commission in April 2024. As such, this project is subject to the new zoning district regulations of the EBR-4 zoning district not 2F- 2000. If a ZBA were to be resubmitted, it would be under the new zoning (EBR-4) adopted in 2024.

Zoning Analysis:

The proposed project was cited for four (4) violations, three (3) of which are dimensional in nature (insufficient side yard, excessive height, and roof structure restrictions) and one (1) that pertains to parking. The property was cited for insufficient side yard setback. The property currently has a side yard setback of 0.1 feet although a side yard setback of at least five feet is required in the EBR-4 district. Although it is being extended through the proposal it is not being worsened and therefore relief is appropriate. The property was also cited for excessive height under the previous 2F-5000 zoning, however, the property is subject to EBR-4 district dimensional regulations which permits a maximum height of 4 stories and 50 feet making the property compliant and contextual with the neighborhood and updated zoning. A citation for insufficient parking was also issued for the subject property. Although there was no parking provided for the existing structure, a total of four spaces are required under previous zoning. PLAN: East Boston calls for the recalibration of off-street parking requirements specifically in transit-oriented areas such as this one; under updated zoning, parking would not be required for a three-unit building. The increase of density to provide additional living space and exclusion of parking at the site is in alignment with the goal of PLAN: East Boston and as such, zoning relief is appropriate.

Lastly, the refusal letter also cites a violation for roof structure restrictions (Section 53-25). A conditional use permit is required to move forward. The Code states that in "in reaching [a] decision under this Section 53-25, the Board of Appeal shall consider whether such roof structure has the potential to damage the uniformity of height or architectural character of the immediate vicinity." The subject property is located in a Neighborhood Design Overlay District



and plans must be submitted to the Planning Department's Design Review with attention to roof profile. This will ensure that the roof structure does not significantly impact the uniformity of the height and create adverse impacts for surrounding properties.

Recommendation:

In reference to BOA1743977, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to the roof structure.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1774650
ZBA Submitted Date	2025-09-12
ZBA Hearing Date	2025-10-28
Address	23 Wachusett ST Mattapan 02136
Parcel ID	1801378000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	Hyde Park
Project Description	Renovate existing two-unit building and add new decks.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Reconstruction/Extension of Nonconforming Bldg

Planning Context:

The proposed project would be an extension of an existing three-story, two-family home that would alter the interior spaces and add new outdoor decks in the front and rear. The unit count will not change. The surrounding context is made up of homes of similar mass ranging from single-family to three-family uses. The neighboring homes along the street have a similar modal front setback. The site is located within the area of PLAN : Mattapan but was not rezoned due to its location within the Hyde Park zoning district instead of the Mattapan zoning district.

Zoning Analysis:

The proposed project is seeking relief for six violations. The project as proposed would be extending a nonconforming building. The proposed project would add a new dormer on the upper level that would extend an existing non-conformity of a 5 ft side setback in a subdistrict where 10 ft setback is required but not worsen it. The FAR is identified as excessive due to new staircases. The usable open space is insufficient however the proposed would be an improvement to the existing conditions due to the addition of new open space with the new porch and balconies. Lastly both the rear yard and the front yard setbacks are insufficient. However the front yard setback will not be shortened from the existing condition remaining in



line with the existing modal setback along the street. The addition on the rear of a new porch should be removed to keep the house rear setback in line with the neighboring houses and not worsen the rear setback violation from the current 27.4 ft setback to the proposed 19.5 ft setback when 40 ft is the required. If the zoning was changed to the R2 subdistrict seen implemented from PLAN: Mattapan the rear setback would be 20 ft and the proposal would just be slightly shy of being in line.

Recommendation:

In reference to BOA1774650, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with specific attention reducing the depth of the rear deck to preserve an adequate rear yard.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1746236
ZBA Submitted Date	2025-07-09
ZBA Hearing Date	2025-10-28
Address	31 Park ST Dorchester 02122
Parcel ID	1600044000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-7000
Zoning Article	65
Project Description	This project is in conjunction with 31R Park Street (BOA1746241) and is for the already existing building. There will be no changes to this structure
Relief Type	Variance
Violations	Two Buildings on Same Lot

Planning Context:

The project proposes a conversion and addition to an existing detached garage/barn into an Accessory Dwelling Unit. ADUs are additional units that can be built either within an existing home or outside of it, such as in a smaller detached dwelling. ADUs allow homeowners to utilize their property to its fullest potential, adding more room for growing families or providing opportunities for generating additional income if it is used as a rental unit.

The existing site consists of a 0.6 acre lot with a two-story, one-unit, detached residential building facing the street, with a detached garage directly behind the building in the rear yard. No work is being proposed on the existing residential building. The proposed project exists in a two-Family ("2F") Residential Subdistrict, which are areas established to preserve, maintain and promote low density Two-family neighborhoods. Adjacent properties include a mix of detached single-family and two-family residential buildings.

Zoning Analysis:

The new citywide definition for detached ADUs stipulates the following dimensional regulations:

1. The Detached ADU has a building floor plate less than or equal to 900 sf or the building floor plate of the primary structure, whichever is less.



2. The Detached ADU has a height no greater than 1 and ½ stories or no greater than the height of primary structure, whichever is smaller.
3. A lot may contain up to one (1) Detached ADU.
4. The Detached ADU must be at least 5 feet from any other structure on the lot.

The proposed project is adhering to these stipulations and fits well within the planning context for ADU's across the city.

The current violations are not reflective of the Planning and zoning initiatives throughout the city. The city of Boston plans to expand its ADU program throughout the city and this project would fall underneath that umbrella. It would eliminate the other zoning requirements that are currently holding it in violation.

While Fire Code is not enforced in zoning, it is practice for recommendations to acknowledge possible code violations, especially those highlighted in the ADU guidebook such as the requirements for Fire Department access and sprinkler requirements when access is limited. The proposed residential structure is more than 25 feet from Park Street, meaning that sprinklers will be required. The Fire Department may also determine that there is not adequate frontage for the proposed ADU because of its location directly behind another structure.

Recommendation:

In reference to BOA1746236, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1746241
ZBA Submitted Date	2025-07-09
ZBA Hearing Date	2025-10-28
Address	31R Park ST Dorchester 02122
Parcel ID	1600044000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-7000
Zoning Article	65
Project Description	Convert existing detached garage into rear yard ADU. Submitted in conjunction with 31 Park St.
Relief Type	Variance
Violations	Lot Frontage Insufficient Parking or Loading Insufficient Lot Area Insufficient Lot Width Insufficient Rear Yard Insufficient Two Buildings on Same Lot

Planning Context:

The project proposes a conversion and addition to an existing detached garage/barn into an Accessory Dwelling Unit. ADUs are additional units that can be built either within an existing home or outside of it, such as in a smaller detached dwelling. ADUs allow homeowners to utilize their property to its fullest potential, adding more room for growing families or providing opportunities for generating additional income if it is used as a rental unit.

The existing site consists of a 0.6 acre lot with a two-story, one-unit, detached residential building facing the street, with a detached garage directly behind the building in the rear yard. No work is being proposed on the existing residential building. The proposed project exists in a two-Family ("2F") Residential Subdistrict, which are areas established to preserve, maintain and promote low density Two-family neighborhoods. Adjacent properties include a mix of detached single-family and two-family residential buildings.

Zoning Analysis:

The new citywide definition for detached ADUs stipulates the following dimensional regulations:



1. The Detached ADU has a building floor plate less than or equal to 900 sf or the building floor plate of the primary structure, whichever is less.
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The proposed project is adhering to these stipulations and fits well within the planning context for ADU's across the city.

The current violations are not reflective of the Planning and zoning initiatives throughout the city. The city of Boston plans to expand its ADU program throughout the city and this project would fall underneath that umbrella. It would eliminate the other zoning requirements that are currently holding it in violation.

While Fire Code is not enforced in zoning, it is practice for recommendations to acknowledge possible code violations, especially those highlighted in the ADU guidebook such as the requirements for Fire Department access and sprinkler requirements when access is limited. The proposed residential structure is more than 25 feet from Park Street, meaning that sprinklers will be required. The Fire Department may also determine that there is not adequate frontage for the proposed ADU because of its location directly behind another structure.

Recommendation:

In reference to BOA1746241, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1729631
ZBA Submitted Date	2025-06-03
ZBA Hearing Date	2025-10-28
Address	61 Columbia RD Dorchester 02121
Parcel ID	1400946000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	Demolish an existing residential building to erect a commercial building containing a gym, auditorium, and offices with 27 parking spaces.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Rear Yard Insufficient Front Yard Insufficient Use Forbidden

Planning Context:

The site is located in a residential neighborhood with 2.5- to 4-story buildings 0.2 miles from Franklin Park and local services on Blue Hill Avenue. These residential nodes are usually within close proximity to mixed use corridors containing retail and local services for nearby residents. While some areas of Columbia Road have a mix of uses, the block where the site is located is residential in use, footprint, and zoning. The proposed project requires demolishing an existing historic residential building and completely paving four lots for 27 parking spaces and non-residential uses.

Zoning Analysis:

This site is in the Greater Mattapan Neighborhood District, zoned 3F-5000. This is a residential subdistrict characterized by mostly medium density residential and some higher density multi-family residential buildings. Medium density residential buildings have small yards and multi-family residential buildings have little to no yard space. While buildings in this area are mostly residential, other uses exist inside medium density buildings that mimic the residential urban fabric. The proposed design violates use regulations, dimensional regulations, and does not fit the context of the surrounding neighborhood. The massing, use, and design are inconsistent



with the other buildings on this block. Additionally, the commercial use necessitates built features that are incompatible with residential zones, such as higher parking ratios and no requirement for usable open space. In this case, the zoning code works to properly manage uses that would not be fitting for the adjoining lots, and the project is antithetical to planning initiatives in this area. Therefore, the zoning violations are not recommended for relief.

Recommendation:

In reference to BOA1729631, The Planning Department recommends DENIAL.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1772101
ZBA Submitted Date	2025-09-04
ZBA Hearing Date	2025-10-28
Address	122 DeWitt DR Boston 02119
Parcel ID	0902170000
Zoning District & Subdistrict	Roxbury Neighborhood MFR
Zoning Article	50
Project Description	The site is currently a community center and the proponent is seeking to change the use to a community center and private high school which would accommodate students between the ages of 13 and 16 Monday through Friday 7am to 5pm.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

122 Dewitt Drive is located in the Roxbury Neighborhood. The site is currently a community center and the proponent is seeking to change the occupancy to a community center and private high school which would accommodate students between the ages of 13 and 16, Monday through Friday, 7am to 5pm. The surrounding area is mainly residential, with some complementary community assets including a park and a school.

Zoning Analysis:

122 Dewitt Drive is located in the Roxbury Neighborhood District and the MFR zoning subdistrict. Private elementary or secondary schools are a conditional use in the Roxbury Neighborhood. However, given the surrounding context, this proposal is appropriate given that, as outlined in Article 50, Section 24, it is an appropriate location, it will not adversely affect the neighborhood, there will be no serious hazard to vehicles or pedestrians, and no nuisance will be created.

Recommendation:

In reference to BOA1772101, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1709737
ZBA Submitted Date	2025-04-16
ZBA Hearing Date	2025-10-28
Address	12R Perkins AV Hyde Park 02136
Parcel ID	1811653000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Convert existing garage into additional dwelling unit
Relief Type	Variance
Violations	Side Yard Insufficient Rear Yard Insufficient Two or More Dwellings on Same Lot Use: Forbidden (Additional Dwelling Unit)

Planning Context:

The proposed project was deferred by the Zoning Board of Appeal from the September 23, 2025 hearing. As no new plans have been submitted, the Planning Department recommendation remains the same.

The proposed project intends to convert an existing garage structure to an accessory dwelling unit. The ADU Guidebook, approved in November 2024, provides a number of schemes to enable the addition of one unit of housing on various lot types across Boston. More specifically, the guidebook describes the conversion of an existing external structure into an additional unit as a suitable renovation for larger size lots.

Zoning Analysis:

The project's scope aligns well with the Mayor's Office of Housing's ADU 2.0 Pilot and ongoing planning work to develop a Citywide ADU Pattern Book and zoning for ADUs. In 2021 and 2022, the Mayor's Office of Housing (MOH) developed the ADU 2.0 initiative, which provides guidance and zoning relief to homeowners interested in turning existing exterior structures, like garages, into livable spaces. MOH recognizes that ADUs can provide additional income for homeowners and flexible, separate living arrangements for families to age in place, or support relatives or children while still maintaining their privacy. Given that the garage is an existing structure, the dimensional nonconformities will remain unchanged with this project.



Recommendation:

In reference to BOA1709737, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1781936
ZBA Submitted Date	2025-09-23
ZBA Hearing Date	2025-10-28
Address	12 Perkins AV Hyde Park 02136
Parcel ID	1811653000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Convert existing garage into additional dwelling unit
Relief Type	Variance
Violations	Side Yard Insufficient Rear Yard Insufficient Two or More Dwellings on Same Lot Use: Forbidden (Additional Dwelling Unit)

Planning Context:

The proposed project was deferred by the Zoning Board of Appeal from the September 23, 2025 hearing. As no new plans have been submitted, the Planning Department recommendation remains the same.

The proposed project intends to convert an existing garage structure to an accessory dwelling unit. The ADU Guidebook, approved in November 2024, provides a number of schemes to enable the addition of one unit of housing on various lot types across Boston. More specifically, the guidebook describes the conversion of an existing external structure into an additional unit as a suitable renovation for larger size lots.

Zoning Analysis:

The project's scope aligns well with the Mayor's Office of Housing's ADU 2.0 Pilot and ongoing planning work to develop a Citywide ADU Pattern Book and zoning for ADUs. In 2021 and 2022, the Mayor's Office of Housing (MOH) developed the ADU 2.0 initiative, which provides guidance and zoning relief to homeowners interested in turning existing exterior structures, like garages, into livable spaces. MOH recognizes that ADUs can provide additional income for homeowners and flexible, separate living arrangements for families to age in place, or support relatives or children while still maintaining their privacy. Given that the garage is an existing structure, the dimensional nonconformities will remain unchanged with this project.



Recommendation:

In reference to BOA1781936, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1652955
ZBA Submitted Date	2024-09-16
ZBA Hearing Date	2025-10-28
Address	85 Centre ST Roxbury 02119
Parcel ID	1100068000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	The applicant is proposing to demolish an existing one-story church building and build a new five-story residential building with ten units and eight parking spaces in a basement-level garage.
Relief Type	Variance
Violations	Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Height Excessive (ft) Height Excessive (stories) FAR Excessive Additional Lot Area Insufficient Existing Building Alignment Parking or Loading Insufficient Usable Open Space Insufficient Neighborhood Design Overlay District

Planning Context:

The proposal involves the demolition of a one-story religious structure formerly the Fellowship Mission Church, built in 1940 and the consolidation of two lots (ALT1534326 and ALT1534323) to allow for the construction of a new 5-story residential building with 10 dwelling units and 8 off-street parking spaces in a basement-level garage. Because the proposal includes 10 units, it is subject to the City's Inclusionary Zoning and will require a Housing Agreement with the Mayor's Office of Housing to address the affordable housing requirement. The unit count was reduced from 12 to 10, and a building elevator was added as part of recent design changes.

The site is located within the Highland Park Architectural Conservation District and will be subject to design review by the Boston Landmarks Commission . The proposed number of parking spaces is fewer than typically required, which supports the City's goals under Go



Boston 2030 to reduce reliance on private vehicles in walkable, transit-served neighborhoods. The site's proximity to public transportation and neighborhood amenities further supports this approach.

Zoning Analysis:

The project does not meet rear, side, and front yard requirements. The zoning code requires a 30-foot rear yard but the project proposes 10 feet. On the east side, 10 feet is required where there is an adjacent building, but only 6 feet is provided. On the west side, the project meets the requirement with 12 feet. A 20-foot front yard is required, but the project proposes only 5 feet. However, this front yard may qualify for relief under Article 50-44.2 if the other buildings on the block have similar front setbacks. And in this case, several neighboring structures along Centre Street appear to have front yards of 5 feet or less.

The proposal also exceeds the allowed building height and number of stories. The zoning code allows a maximum of 35 feet and three stories, but the project proposes 55 feet 4 inches and five stories. The maximum allowed floor area ratio (FAR) is 0.8, and the proposal has a FAR of 2.38, which is significantly higher. Because it would be built into a hill, both the building bulk and height along Centre Street are mitigated by topography. While the full bulk of the building would be visible from the downhill, Tremont Street, side of the lot, in this context it would be consistent with the existing context of the abutting Roxbury Community College.

The zoning code also requires 22,000 square feet of lot area for ten units, but the project site is only 6,089 square feet, or about 609 square feet per unit. While this requirement is designed to function with a triple decker building type, as noted above the multifamily building type works well given the steep topography of the site.

The zoning code requires 650 square feet of usable open space per unit, which totals 6,500 square feet for ten units. The project proposes 1,875 square feet, or about 187 square feet per unit, which is less than one-third of what is required. However, the proposal does provide alternatives to the limited open space through private balconies for floors one to five.

Finally, the proposed use itself, a multifamily residential building with 10 units, is not permitted in the 3F-4000 subdistrict. However, the site's location near Roxbury Community College, Cedar Street bus routes, and the Roxbury Crossing MBTA station serving the Orange Line, supports a multifamily residential use consistent with the City's housing and transportation goals. The inclusion of affordable units pursuant to the City's Inclusionary Zoning contributes to housing



equity, and the project's scale and character align with the surrounding pattern of small multifamily buildings.

Recommendation:

In reference to BOA1652955, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans shall be submitted to the Boston Landmarks Commission for design review.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1724209
ZBA Submitted Date	2025-05-22
ZBA Hearing Date	2025-10-28
Address	6 Groom ST Dorchester 02125
Parcel ID	0703688000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	The proponent proposes to construct an additional unit above an existing three-unit residential building and a roof deck.
Relief Type	Variance
Violations	Lot Area Insufficient Lot Frontage Insufficient FAR Excessive Side Yard Insufficient Front Yard Insufficient Rear Yard Insufficient Height Excessive (ft) Parking or Loading Insufficient Usable Open Space Insufficient Forbidden Use

Planning Context:

This case was deferred from the September 23, 2025 meeting. No new plans were submitted; so the Planning Department recommendation has remained the same. The proposed project site is in a residential neighborhood comprised of mostly 2-, 3-, and 4-plus family buildings located 0.2 miles from the Upham's Corner MBTA Station and Dudley Street, a common corridor for bus transit. The surrounding area has a broad mixture of industry, local services, numerous open spaces, and mixed-use corridors on Dudley Street and Columbia Road. Some of the surrounding residential buildings also have added dormers, roof decks, and extra floors, making the proposed project consistent with neighboring properties. The proponent will need to ensure that the new four-unit building has the appropriate fire safety improvements, including proper sprinklering. With proper safety improvements related to the new unit count, the



proposed building is in line with the most buildings in the area in terms of use, massing, and unit count.

Zoning Analysis:

The proposal seeks relief for ten violations. The project is in a 3F-5000 zone and was found in violation of dimensional requirements. The proposed project also violates use and parking requirements. The proposed additional unit converts this building into a four-family, which is a forbidden use in 3F zones. However, the addition of ADUs or full units to existing multi-unit buildings are typical of this area.

According to Article 65 Table F, this site requires 1.25 off-street parking spaces per dwelling unit. The proposal adds a unit without adding parking. The planning department recommends this violation for relief, as the addition of housing aligns with City of Boston planning goals and the amount of parking for this building is contextual with the neighborhood. Adding five parking spaces to this lot would require complete demolition of the existing structure.

Though the proposed project violates dimensional regulations, the addition in the proposal does not remove any existing side yard, rear yard, or front yard area. The lot area and lot frontage violations are existing conditions that cannot be changed and remain unchanged by the proposal. Additionally, the proposed project adds to the total usable open space without removing any existing open space. While the project does add height to the existing site, this height addition is contextual with the surrounding neighborhood. Therefore, the planning department recommends the project for approval.

Plans reviewed are titled "6 Groom Street 5 Unit Multi-Family Urban Housing Project", prepared by Alfaro Mendoza & Company Architects + Builders, and dated 6/12/2025.

Recommendation:

In reference to BOA1724209, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1730151
ZBA Submitted Date	2025-06-04
ZBA Hearing Date	2025-10-28
Address	208 H ST South Boston 02127
Parcel ID	0702015000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Add a three-story rear addition to an existing three-story, single-unit building and expand an existing roof deck.
Relief Type	Variance, Conditional Use
Violations	Rear Yard Insufficient GPOD Applicability Roof Structure Restrictions Flood Hazard Districts

Planning Context:

This project is in a residential area in South Boston characterized by small lots with row houses and detached homes with small side yards. There are some roof decks in the area, as is common in this type of South Boston area where availability of open space on the lot is limited. The project is across the street from the Boston Harbor and specifically the I Street Beach. This project is also just outside of the FEMA Special Flood Hazard Area and is within the Coastal Flood Resilience Overlay District (CFROD). Although this project does not meet the applicability requirements to trigger the zoning regulation for the CFROD, this is important context as it indicates a higher risk of potential flooding.

In addition to the Coastal Flood Resilience Overlay District (CFROD), this project is also in the Greenbelt Protection Overlay District (GPOD) because of its location near William J Day Boulevard. However, it does not meet the applicability requirements to trigger the zoning regulations for the GPOD.

Zoning Analysis:

The proposed roof deck expansion requires zoning relief because section 68-29 of the Zoning Code sets specific requirements for the dimensions of open roof decks in South Boston. The



Code states that “An open roof deck may be erected on the main roof of a Building with a flat roof... provided that

- (a) such deck is less than one (1) foot above the highest point of such roof; and
- (b) the total height of the building, including such deck, does not exceed the maximum Building Height allowed by this Article for the location of the Building; and
- (c) access is by roof hatch or bulkhead no more than thirty (30) inches in height above such deck, unless after public notice and hearing and subject to Sections 6-2, 6-3, and 6-4, the Board of Appeal grants permission for a stairway headhouse; and
- (d) an appurtenant hand rail, balustrade, hatch, or bulkhead is set back horizontally, two (2) feet for each foot of height of such appurtenant structure, from a roof edge that faces a Street more than twenty (20) feet wide.”

For point (a), the elevation plans show that the roof deck is about one and a half feet above the roof, although the roof measurement does not seem to be shown at the “highest point” of the roof. The roof deck is likely less than a foot above the highest point of the roof, which would be compliant with zoning. The building complies with point (b). It is not completely clear whether the proposal complies with (c) because the height of the roof hatch is not shown on the plans, but it appears to be around thirty inches. For point (d), the hand rail appears to be about three feet (although the height is not shown on the plans), which would mean it should be set back from the front of the building by about six feet. The proposed setback is only slightly below this at five feet and one inch. Because the deck is only minorly non-conforming with the zoning requirements, and because it provides needed open space on this small lot, zoning relief should be granted.

The project does not comply with the Rear Yard requirement of 20 ft, as the proposed Rear Yard with the rear addition would be 14.5 ft. The proposed Rear Yard, which is the only ground level open space, would be also used for a paved patio. As evidenced by the location in the CFROD, this is a flood prone area and it is therefore particularly important to have permeable space on the lot. In other neighborhoods, updated zoning includes a requirement for Permeable Area of Lot to meet the City’s climate resiliency goals. Because the proposed project does not have updated zoning to include a requirement for Permeable Area of Lot, and because the



proposed addition would increase the amount of impervious cover, the approval of the rear addition should include a proviso that the Rear Yard be permeable.

Recommendation:

In reference to BOA1730151, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to making the Rear Yard permeable by removing the paved patio or using permeable pavers.

Reviewed,

A handwritten signature in black ink, appearing to read "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1575425
ZBA Submitted Date	2024-02-28
ZBA Hearing Date	2025-10-28
Address	62 L ST South Boston 02127
Parcel ID	0603571000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Replace the existing exterior stair system and construct a new roof deck atop the main roof of the existing structure.. No expansion of the building footprint or enclosed habitable space is proposed.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Side Yard Insufficient Rear Yard Insufficient

Planning Context:

This case was originally scheduled for the August 12, 2025 ZBA hearing and was deferred; no new plans have been submitted since that time, and the Planning Department's recommendation remains unchanged.

The subject property is located in the South Boston Neighborhood District, within a multifamily residential (MFR) context characterized by medium-density residential uses, including triple-deckers and rowhouses. The surrounding neighborhood exhibits a range of rooftop improvements, including multiple examples of roof decks accessed via spiral staircases. These precedents indicate a pattern of evolving rooftop usage that is consistent with the proposal, which seeks to provide functional outdoor space without altering the overall building envelope. The proposed deck is in keeping with other approved structures in the area and does not introduce new massing inconsistent with the neighborhood character.

Zoning Analysis:

The proposed replacement of existing exterior stairs and construction of a new roof deck requires zoning relief for the following reasons:



Article 68, Section 29, Roof Structure Restrictions: Access to the roof deck is proposed via a spiral stair and platform assembly, rather than a roof hatch. Under zoning, access to roof decks must be provided by a hatch or a bulkhead no more than 30 inches tall. The proposed stair configuration exceeds this allowance and introduces new vertical structures on the roof, necessitating conditional use relief.

Article 68, Section 8, Side Yard Insufficient: The MFR subdistrict requires a minimum side yard setback of 3 feet. According to the site plan, the proposed metal stair and platform will be constructed within the footprint of the existing house and do not project further into the side yard than the current structure. The northern side yard measures only 2.7 feet at its narrowest point, resulting in a deficiency. This shortfall is due to the lot's existing constrained width rather than any new encroachment. Therefore, dimensional relief is required for insufficient side yard on the southern lot line.

Article 68, Section 8, Rear Yard Insufficient: The required rear yard setback is 20 feet. Based on the site plan, the proposed spiral staircase is located approximately 4 feet from the rear property line, resulting in a 16-foot shortfall and a violation of the rear yard dimensional standard. The new spiral staircase will replace an existing deck and stairs; while it maintains a similar location, it will extend approximately 10 inches further into the rear yard than the current condition.

The plans, entitled 62 L Street – Roof Deck Renovation Project and prepared by Tucker Architecture on November 12, 2022, propose the construction of a new roof deck with access via a spiral stair and exterior platform, replacing an existing stair and deck system. Given the scope of the project and its alignment with other roof deck approvals in the neighborhood, this project presents a reasonable case for zoning relief. It also illustrates the need for dimensional standards that better reflect the built conditions and lifestyle expectations in South Boston's dense multifamily districts.

Recommendation:

In reference to BOA1575425, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning

MEMORANDUM**June 13, 2024**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)
AND JAMES ARTHUR JEMISON II, DIRECTOR

FROM: CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
DANIEL POLANCO, PROJECT MANAGER
JEONG-JUN JU, URBAN DESIGNER
MICHELLE YEE, PLANNER I
JOE BLANKENSHIP, SENIOR TRANSPORTATION PLANNER

SUBJECT: 22-24 PRATT STREET, ALLSTON

SUMMARY This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA"): authorize the Director of the BPDA (the "Director") to (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80B-5.3(d) of the Boston Zoning Code (the "Code") for the project located at 22-24 Pratt Street in the Allston neighborhood of Boston (as further described below, the "Proposed Project"); (2) issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80B Large Project Review process; and (3) take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing including, without limitation, executing and delivering a Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, an Affordable Rental Housing Agreement and Restriction, and any and all other documents and agreements as the Director deems appropriate and necessary in connection with the Proposed Project.

PROPOSED PROJECT SITE

The Proposed Project site is comprised of an approximately 96,445 square foot (approximately 2.21 acre) area of land located at 22-24 Pratt Street (the “Site”) in Allston. The Site currently contains a commercial warehouse building, two-story residential building and surface parking, collectively to be replaced by the Proposed Project. The Site is bounded by the future Allston Green multifamily development (the “Allston Green Project”) to the west and south, residential properties to the east, a vacant strip of land owned by Harvard University to the north and beyond that the Massachusetts Bay Transportation Authority (“MBTA”) Commuter Rail tracks. The Site also has frontage on and access to and from Pratt Street to the south.

The Site is well served by public transportation and is proximate to the Harvard Avenue station of the Green Line, which is approximately one-half mile from the Site, and the Boston Landing station of the Framingham/Worcester Commuter Rail Line, which is approximately one mile from the Site. The area is also served by multiple bus routes along Cambridge Street to the west and north of the Site, which connect to several points throughout Boston and neighboring cities and towns.

DEVELOPMENT TEAM

The development team for the Proposed Project includes:

Proponent:	<u>HUSPP 22 Pratt JV LLC</u> Sean Sacks (Hines) Grant Jaber (Hines) Matthew McCollem (Hines) Tim Collis (Calare Properties)
Architect:	<u>Stantec Architecture</u> James Gray Tamara Roy B.K. Boley
Sustainability:	<u>Stantec Sustainability</u> Harry Flamm
Permitting Consultant:	<u>Epsilon Associates, Inc.</u> Cindy Schlessinger Alex Brooks
Landscape Architect:	<u>Halvorson Design Tighe & Bond Studio</u> Jessica Choi Rob Adams

Mechanical Engineer:	<u>RW Sullivan Engineering</u> Dorian Alba
Civil Engineer:	<u>Nitsch Engineering</u> John Schmid Ryan Gordon
Geotechnical Engineer:	<u>McPhail Associates</u> Peter DeChaves Amy Apfelbaum Derek Kelly
Legal Counsel:	<u>Goulston & Storrs</u> Christian Regnier Adrienne Rosenblatt
Transportation Consultant:	<u>Howard Stein Hudson</u> Guy Busa Elizabeth Peart Tom Tinlin

DESCRIPTION AND PROGRAM

The Proposed Project involves the new construction of an approximately 318-unit multi-family residential building with four elements, including an approximately seven-story west wing with a proposed building height of approximately 88 feet, an approximately 16-story element with a proposed building height of approximately 195 feet, a one-story link, and an approximately seven-story east wing with a proposed building height of approximately 85 feet, as well as approximately 89 below-grade vehicle parking spaces, residential amenities, publicly-accessible landscaped open space amenities and other related site and public realm improvements. The design of the Proposed Project may continue to evolve during the design review process. The Proposed Project's parking areas are at- and below-grade and therefore excluded from Gross Floor Area, as are other mechanical and storage areas consistent with the Zoning Code, which are accounted for in Gross Square Footage in the table below.

The estimated total development cost for the Proposed Project is approximately \$215,000,000.

The table below summarizes the Proposed Project's key statistics.

<u>Estimated Proposed Project Metrics</u>	Proposed Plan
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Gross Square Footage	+/- 350,500
Gross Floor Area	+/- 304,000
<i>Residential</i>	+/- 304,000
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	+/- 46,500
Development Cost Estimate	+/- \$215,000,000
Residential Units	Approx. 318
<i>Rental Units</i>	Approx. 318
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	Approx. 54
Parking spaces	+/- 89 vehicles

ARTICLE 80 REVIEW PROCESS

On April 5, 2023, the Proponent filed a Letter of Intent in accordance with the BPDA's policy regarding Provision of Mitigation by Development Projects in Boston. As memorialized in a BPDA Memorandum dated April 27, 2022, the Impact Advisory Group ("IAG") was finalized with fourteen (14) members.

The Proponent filed a Project Notification Form ("PNF") on September 12, 2023, which initiated a public comment period that concluded on October 13, 2023. Notice of receipt of the PNF by the BPDA was published in the Boston Herald on September 12, 2023, and the notice and PNF were made available to the City's public agencies/departments and elected officials pursuant to Section 80A-2 of the Code. Additionally, copies of the PNF were sent to all IAG members.

Pursuant to Section 80B-5.3 of the Code, on October 11, 2023, a Scoping Session related to the PNF was held with the City's public agencies and elected officials to

review and discuss the Proposed Project. On October 30, 2023, a virtual IAG meeting was held. The virtual IAG meeting was listed on the BPDA website. On November 6, 2023, a virtual public meeting was held. The virtual public meeting was advertised in the local Allston newspapers as well as listed on the BPDA website. In connection with the PNF, the Proponent also had preliminary meetings with the BPDA, the MBTA, and the developer/owner of the Allston Green Project, as well as elected officials and community groups.

The Proposed Project received Boston Civic Design Commission ("BCDC") approval on June 4, 2024, and its Affirmatively Furthering Fair Housing ("AFFH") Assessment Component has received approval from the Boston Interagency Fair Housing Development Committee.

In addition to the above-mentioned meetings, the Proponent and BPDA also undertook community outreach efforts and participated in a series of meetings before and during the Article 80B review process with local elected officials and several community groups to discuss the Proposed Project and solicit feedback.

PLANNING CONTEXT

The Proposed Project at 22-24 Pratt Street is located in the Allston-Brighton Neighborhood Zoning District's Linden Street Local Industrial (LI-1) subdistrict, which is governed by Article 51 of the Zoning Code. It is also located within the study area of the Allston-Brighton Needs Assessment, which was adopted by the BPDA Board in January 2024. While this planning process did not yield zoning, it did provide staff with insight relevant to the review of the Proposed Project, including the need for housing that is both accessible and affordable. The Proposed Project responds to community needs identified in the report by providing housing, including 54 income-restricted units. The report also identified the need for more publicly accessible open space which the project will meet with ground level activation and a publicly accessible landscaped open space and dog park. In a manner to be described in the Cooperation Agreement, the proposed project is designed to connect its publicly accessible private open spaces to the future Allston Green Project and People's Pike public open spaces. Additionally, based on staff review, the proposed site plan has been adjusted to shift transformer equipment inside the building, and ensure appropriate screening and buffering from neighboring buildings on Pratt Street.

BPDA STAFF REVIEW

The proposed project has been improved through the BPDA staff review processes, incorporating staff comments concerning building massing and heights, public realm and open space, accessibility, pedestrian and bike connections, transportation improvements, and overall building composition and materials. Additionally, BPDA staff focused on improving the pedestrian and bicycle experience through the design of the drop-off, relocating transformer equipment inside the building, implementing a raised crosswalk and widened sidewalks, and moving the public seating area and the Blue Bikes station closer to Pratt Street for a welcoming entrance to the Project Site.

A key urban design consideration of BPDA staff during the review of the Proposed Project was the design of the landscaped open spaces and the community connection to the adjacent Allston Green project. Both are accessible to neighborhood residents.

The Proposed Project's open spaces have been designed to allow for a future connection to the Allston Green Project, if and when the Allston Green Project advances and grants necessary rights to the Proposed Project for connection to and passage by its residents through the Allston Green Project.

However, in the interim condition, i.e., if the Proposed Project advances before the Allston Green Project or, if necessary rights are not granted, the Proposed Project will construct the open spaces on the Site as depicted in the plans submitted in connection with Large Project Review, including the post-Board design review. This commitment to install a future connection to the Allston Green Project allows for a more flexible solution to be implemented at the appropriate time and will be documented in the Cooperation Agreement. It is not preferable to commit to a particular connection design prior to the final design and grading of the Allston Green Project, which ultimately may be redesigned and/or constructed differently from the currently approved design, which will render anticipated connections infeasible, inaccessible, or dysfunctional and will require reconstruction. Further, if the Allston Green Project does not advance, or does not grant rights for users of the Proposed Project to pass through its property, then such future connections will not be necessary. The Proposed Project has been designed to allow for future pedestrian and bicycle connectivity to the so-called "People's Pike" multimodal path, if and when advanced by others.

As the pedestrian connection to the Allston Green Project is one of the major public realm benefits, the Proponent will work with BPDA Design Staff during the post-Board design review process to ensure that these pedestrian connections are

constructed with minimal effort in coordination with the Allston Green project. To achieve this, the design of the pedestrian connections can include, but is not limited to, the following:

- Install footings for all retaining walls (e.g. frost-depth spread footing, sonotube, etc.)
- Set rough grading to future conditions and cover any above-grade segments of footings
- Ensure exact and entire extent of the footprints of the connections are topped with a visibly recognizable, erosion-resistant interim condition. Trees, shrubs, or groundcover should not be planted. Interim site treatment should use riprap with geotextile underlay.

The Proponent will work with BPDA Design Staff during the post-Board design review process to incorporate changes, as appropriate, to the Project design to respond to the findings and conclusions from the Project's wind study. Any changes in building massing and design resulting from the wind analysis will be submitted for BPDA design review and approval.

Overall, the Proposed Project is considered successfully designed with regard to the building and site designs, adequately responding to the surrounding urban context. The Proposed Project contributes to the overall walkability and transit-oriented development described in the Allston-Brighton Mobility Study. While the Proposed Project will need relief from the Zoning Board of Appeal, it contributes to the neighborhood's open space resources and the goals of creating transit-oriented housing.

After Board Approval, the Proposed Project will continue Design Review at the BPDA. The post-Board Design Review aims to ensure that the project progresses toward BPDA Design Approval before submission to ISD. This review primarily focuses on building details, including but not limited to final unit layouts, finish materials and joint details, colors, final landscape materials, and utility or mechanical components for proper screening and buffering from public views.

Should the Proposed Project become a phased development during or after post-Board Design Approval, Urban Design reserves the right to issue documents with provisos that require certain site conditions, including but not limited to site activation, to be met prior to the issuance of building permits or later Certificates of Completion

ZONING

The Site is comprised of two (2) parcels located at 22 Pratt Street (the “22 Pratt Street Parcel”) and 24 Pratt Street (the “24 Pratt Street Parcel”). As indicated on City of Boston Zoning Map 7A/7B/7C/7D, the majority of the 22 Pratt Street Parcel is located within the Linden Street Local Industrial (LI-1), and a small portion of the 22 Pratt Street Parcel and all of the 24 Pratt Street Parcel are located within the 2F-5000 Two-Family Residential (2F) Subdistrict, of the Allston-Brighton Neighborhood District governed by Article 51 of the Code. There are no overlay districts applicable to the Site.

Zoning relief will be required in connection with the Proposed Project. The Proponent anticipates obtaining appropriate zoning relief for the Proposed Project from the Zoning Board of Appeal.

MITIGATION & COMMUNITY BENEFITS

In addition to transforming an underutilized industrial site to new housing and public realm opportunities, the Proposed Project anticipates mitigation and community benefits for the Allston neighborhood and the City of Boston as a whole, subject to design finalization and obtaining all necessary approvals and authorizations, as follows:

- **Increased Housing Supply and Affordability**
 - Approximately 318 new multi-family dwelling units supporting the City of Boston’s goal of increasing the housing supply, with the percentage of affordable dwelling units increased to approximately 17% (up from the 13% minimum requirement), resulting in 54 on-site affordable dwelling units ranging from 50-70% AMI.
- **Improved Pedestrian Environment, Mobility and Transportation, and Public Realm Improvements**
 - Ground level activation which is anticipated to include a residential tenant amenity terrace and patios along the south and west edges of the building which total approximately 6,300 square feet and publicly accessible landscaped and hardscaped open space which is anticipated to include approximately 30,000 square feet in an area between the property line to the south and west, the tenant amenity area to the north and the curblineline of the entry drive/drop off to the east and which also is anticipated to include an approximately 1,800 square foot dog park.

- Net addition of approximately 50 trees on site and native and/or adaptive species plantings to reduce urban heat island effect as compared to Site's existing conditions.
- Site design that facilitates future connections with future abutting projects, including the Allston Green Project and the "People's Pike" multimodal path.
- Upgraded sidewalk abutting the Site at entrance along Pratt Street that meets complete street standards.
- Space for a new 19-dock BlueBikes station will be provided near the Site entrance on Pratt Street, and a monetary contribution of \$87,450 will be made to the BlueBikes system prior to the issuance of a Certificate of Occupancy for the Proposed Project.
- Secure, interior long-term bicycle storage space for an anticipated number of bicycles at ratio of one (1) bicycle per unit, in addition to publicly accessible short-term bicycle storage.
- The Proponent will implement a proactive transportation demand management (TDM) plan to encourage building users to utilize alternative forms of transportation in compliance with the BTD's TDM Points System. The TDM plan will be reviewed and approved via the project's required Transportation Access Plan Agreement.
- Low vehicle parking ratio of up to approximately 0.28 vehicles per unit to encourage multimodal travel.
- **Sustainable Design/Green Building**
 - The Proposed Project will be designed for energy efficiency utilizing Zero Net Carbon design, which includes electrification of all building systems and other measures allowing the Proposed Project to be LEED Gold certifiable, using the LEED v4 rating system, exceeding the City's requirements under Article 37.
 - The buildings will target Passive House PHIUS+ 2021 design standards, which will minimize heating and cooling use and demand to provide significant energy savings.
 - The Proposed Project will comply with the applicable Massachusetts Stretch Energy Code to provide high-performance, thermally comfortable and energy-efficient buildings.
 - The buildings will include EnergyStar-rated appliances and low-flow WaterSense plumbing fixtures and fittings to reduce water use.
 - Rooftop photovoltaic solar systems will be designed and installed where available space is feasible and not occupied by rooftop mechanical equipment or outdoor amenity spaces.

- To reduce the urban heat island effect, the Proposed Project will implement high-albedo materials on the building rooftops, terraces and ground-level paved areas, and will include a large, publicly accessible landscaped open space. Additionally, native and adaptive plant species will further reduce the urban heat island effect and provide high habitat value and plant diversity.
- Amenity roof terraces, including planted areas, will assist with mitigation of the urban heat island effect and improve drainage/stormwater management through detention and infiltration.
- Updates related to Passive House Feasibility and/or Energy Conservation Measures related to project performance shall be provided within 6 months of Board of Appeal approval.

- **Smart Utilities**

- The buildings and site plan comply with the Smart Utilities requirements found in Article 80B of the Code. The Proposed Project shall meet or exceed the 1.25" of stormwater infiltration per square inch of impervious site area and will incorporate best practice green infrastructure standards within the portions of Pratt Street abutting the Site's frontage that the Proposed Project seeks to improve, when applicable.
- The Proposed Project will also include smart streetlights standards for new sidewalks in coordination with the City of Boston Street Lighting Department, including city shadow conduit and dual handholes in accordance with PIC requirements when applicable.
- The Proposed Project will also adhere to the City of Boston's EV readiness program and shall have 25% of parking spaces EVSE-Installed and the remaining 75% EV-Ready for future installation.
- The Proposed Project's new utilities in any City right of way will be designed to conform with Public Works Department standards and will undergo further review to ensure utility laterals are not in conflict with any landscape design feature such as tree pits (min. 3 feet clearance) and/or other green infrastructure elements.
- The Proposed Project has indicated the location of transformers and critical infrastructure on the site plan so as to ensure coordination with Eversource and "right sized" infrastructure.
- The Proposed Project shall also plan to address any conflicts reported through COBUCS if/as relevant.
- The Development Team and the contractor will continue to work with Smart Utilities for any additional coordination throughout design phases. The

Proponent agrees to complete the Smart Utilities review prior to obtaining a Certificate of Compliance.

- **Additional Benefits**

- Five percent (5%) of all units will be equipped with accessible features.
- Two percent (2%) of the units will provide accommodation for persons who are deaf or hard of hearing.
- Public spaces both within and outside of the building will be wheelchair accessible and have features for those who are visually impaired, including braille signs and cane detection features.
- Approximately 300 full-time equivalent construction jobs and 10 full-time equivalent permanent jobs.
- Upon stabilization, the Proposed Project is anticipated to generate additional revenue for the City of Boston through significantly increased property values.

BPDA-approved construction signage must be installed at the Site before and during construction of the Proposed Project. The signage must be in the form of panels at highly visible locations at the Site or around its perimeter and must be adjacent to each other. The BPDA will work with the Proponent to provide high-resolution graphics that must be printed at a large scale (minimum 8 feet by 12 feet).

AFFIRMATIVELY FURTHERING FAIR HOUSING

The Proposed Project incorporates the following Affirmatively Furthering Fair Housing (AFFH) Interventions:

Article 80 Interventions:

- Provide an additional percentage of IDP units than required;
- Deepen the affordability of IDP units;
- Provide all IDP units on-site; and
- If and to the extent allowed by applicable law, increase to up to approximately ten percent (10%) the number of fully built-out IDP Group 2 units accessible to persons with disabilities as depicted on the unit matrix below.

Marketing and Housing Access Interventions:

- Agree to follow best practices related to the use of CORI, eviction, and credit records in the tenant screening and selection process.
- Agree to best practices in marketing the market-rate units that are inclusive of and welcoming to members of protected classes.

The Proponent must submit to the Boston Fair Housing Commission—along with its Affirmative Fair Housing Marketing Plan (the “Plan”) for IDP units—a market-rate unit marketing plan detailing the adoption of the Boston Fair Chance Tenant Selection Policy as well as the other specific best practices that will be used to market the market-rate units.

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy (“IDP”) dated December 10, 2015, and is located within Zone B, as defined by the IDP, which requires that 13% of the total number of residential units within the development be designated as IDP units. In this case, fifty-four (54) units, or approximately 17% of the total number of units within the Proposed Project, will be created as IDP rental units (the “IDP Units”). Fifteen (15) units will be made affordable to households earning not more than 50% of the Area Median Income (“AMI”), sixteen (16) units will be made affordable to households earning not more than 60% of the AMI, and twenty-three (23) units will be made affordable to households earning not more than 70% of the AMI, as published by the BPDA and based upon data from the United States Department of Housing and Urban Development (“HUD”).

The proposed locations, approximate sizes, income restrictions, and rents for the IDP Units are as follows:

Unit Number	Level	Number of Bedrooms	Square Footage	Percentage of AMI	Rent	Accessibility/Group-2 Designations
W103	LEVEL 1	Two-bedroom	865	50%	\$1,232	
W106	LEVEL 1	One-bedroom	653	70%	\$1,559	
W108	LEVEL 1	Two-bedroom	1034	60%	\$1,499	
W110	LEVEL 1	One-bedroom	620	60%	\$1,325	

E205	LEVEL 2	Two-bedroom	1086	70%	\$1,766	Group-2A
E207	LEVEL 2	One-bedroom	656	50%	\$1,091	
E214	LEVEL 2	One-bedroom	753	60%	\$1,325	
W204	LEVEL 2	One-bedroom	685	70%	\$1,559	Group-2A
W211	LEVEL 2	Studio	471	70%	\$1,330	
W216	LEVEL 2	Two-bedroom	839	50%	\$1,232	
E303	LEVEL 3	One-bedroom	672	50%	\$1,091	
E309	LEVEL 3	One-bedroom	650	50%	\$1,091	
E311	LEVEL 3	Studio	456	60%	\$1,130	
W305	LEVEL 3	One-bedroom	671	70%	\$1,559	
W307	LEVEL 3	One-bedroom	653	60%	\$1,325	
W314	LEVEL 3	One-bedroom	705	70%	\$1,559	
W317	LEVEL 3	One-bedroom	668	70%	\$1,559	
E401	LEVEL 4	One-bedroom	660	70%	\$1,559	
E407	LEVEL 4	One-bedroom	656	50%	\$1,091	
W402	LEVEL 4	One-bedroom	630	60%	\$1,325	
W408	LEVEL 4	Three-bedroom	1321	60%	\$1,678	
W411	LEVEL 4	Studio	471	50%	\$930	
W418	LEVEL 4	One-bedroom	705	70%	\$1,559	
W420	LEVEL 4	Two-bedroom	840	70%	\$1,766	

E503	LEVEL 5	One-bedroom	672	70%	\$1,559	
E508	LEVEL 5	One-bedroom	656	50%	\$1,091	
E510	LEVEL 5	Studio	465	60%	\$1,130	
W507	LEVEL 5	One-bedroom	653	60%	\$1,325	
W509	LEVEL 5	Two-bedroom	967	50%	\$1,232	
W517	LEVEL 5	One-bedroom	671	70%	\$1,559	
E604	LEVEL 6	Two-bedroom	811	60%	\$1,499	
E609	LEVEL 6	One-bedroom	650	60%	\$1,325	
W605	LEVEL 6	One-bedroom	671	50%	\$1,091	
W608	LEVEL 6	Three-bedroom	1321	70%	\$1,978	Group-2A
W611	LEVEL 6	Studio	471	70%	\$1,330	
W620	LEVEL 6	Two-bedroom	840	50%	\$1,232	
E701	LEVEL 7	One-bedroom	660	60%	\$1,325	Sensory
E707	LEVEL 7	One-bedroom	656	70%	\$1,559	
E711	LEVEL 7	Studio	456	60%	\$1,130	
W707	LEVEL 7	One-bedroom	653	70%	\$1,559	
W712	LEVEL 7	One-bedroom	660	60%	\$1,325	
W716	LEVEL 7	Two-bedroom	839	70%	\$1,766	
W801	LEVEL 8	Studio	459	50%	\$930	Group-2A
W809	LEVEL 8	One-bedroom	671	70%	\$1,559	
W903	LEVEL 9	Two-bedroom	853	60%	\$1,499	Sensory

W906	LEVEL 9	One-bedroom	705	50%	\$1,091	Group-2A
W1001	LEVEL 10	Studio	459	70%	\$1,330	
W1009	LEVEL 10	One-bedroom	671	50%	\$1,091	
W1105	LEVEL 11	Studio	471	70%	\$1,330	
W1112	LEVEL 11	Two-bedroom	840	70%	\$1,766	
W1201	LEVEL 12	Studio	459	50%	\$930	
W1207	LEVEL 12	One-bedroom	713	70%	\$1,559	
W1302	LEVEL 13	One-bedroom	630	60%	\$1,325	
W1308	LEVEL 13	Two-bedroom	839	70%	\$1,766	

The location, approximate size, and affordability of the IDP Units will be finalized in conjunction with BPDA and Mayor's Office of Housing ("MOH") staff and outlined in the 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 before, the issuance of the Certification of Compliance 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. The IDP Units will not be marketed prior to the submission and approval of the Plan to the BFHC 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.

An affordability covenant will be placed on the IDP Units to maintain affordability for a period of up to 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 developer before rental to an income-eligible household, and the BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units.

RECOMMENDATIONS

Based on the foregoing, the BPDA staff recommends that the BPDA Board, after due consideration of the filings, written and oral comments received, and meetings held regarding the Proposed Project, authorize the Director to (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80B-5.3(d) of the Code for the Proposed Project; (2) issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80B Large Project Review process; and (3) to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing including, without limitation, executing and delivering a Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, an Affordable Rental Housing Agreement and Restriction, and any and all other documents and agreements as the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED:	That the Director be, and hereby is, authorized to issue a Scoping Determination under Article 80B-5.3(d) of the Boston Zoning Code (the "Code"), in connection with the proposed project located at 22-24 Pratt Street in the Allston neighborhood of Boston (the "Proposed Project"), which (i) finds that the Project
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	Notification Form submitted on September 12, 2023 adequately describes the potential impacts arising from the Proposed Project, and provides sufficient mitigation measures to minimize these impacts; and (ii) waives further review of the Proposed Project under subsection (d) of Article 80B-5.3 of the Code, subject to continuing design review by the BPDA; and
FURTHER VOTED:	That the Director be, and hereby is, authorized to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code upon successful completion of the Article 80B Large Project Review process; and
FURTHER VOTED:	That the Director be, and hereby is, authorized to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing including, without limitation, executing and delivering a Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, 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, all upon terms and conditions determined to be in the best interests of the BPDA.

22-24 Pratt Street



22-24 Pratt Street





Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Gina Fiandaca, Secretary & CEO
Phillip Eng, General Manager & CEO



May 28, 2024

Boston Planning and Development Agency
One City Hall Plaza, Ninth Floor
Boston, Massachusetts 02201

Attention: Daniel Polanco

**RE: 22-24 Pratt St Project
Boston, MA 02134**

Dear Daniel,

The MBTA encourages and supports transit-oriented development, a proven strategy for smart, sustainable growth, reducing traffic congestion, and increasing transit ridership. In creating successful transit-oriented projects, development immediately adjacent to MBTA Right-of-Way (ROW), which falls under the MBTA's Zone of Influence (ZOI) policy, must be carefully considered to ensure the safety, sustained operations, and resiliency of the public transportation system.

The MBTA has reviewed the 22-24 Pratt Street Project with regard to its adjacency to MBTA operations and infrastructure. This letter includes comments made by the MBTA Railroad Operations, Transit-Oriented Development, and Real Estate teams.

Setbacks for MBTA Operations and Safety

The project abuts MBTA ROW and has been noted for adjacent projects; maintaining adequate setbacks to allow for construction activities and to minimize permanent impacts to MBTA operations are essential to safety. Given the adjacency, the project will be required to obtain a license for construction within the Zone of Influence. In planning, design, and construction, the project should be mindful of general concerns raised by constructing along the Right-Of-Way (ROW), including:

- Damage to MBTA property and infrastructure and the potential disruption of service;
- Posing a safety hazard to rail operations by fouling the ROW with construction equipment
- Track and bushfires caused by users on abutting sites disposing of cigarettes or other items into the ROW; and
- Injury and potential death from unauthorized access to MBTA property and ROW areas.

In planning construction activities, the Proponent will need to consider constructability within the proposed setbacks, as access to the adjacent MBTA operational area will not be possible. The Proponent should consider not only construction activities but also how future residents will impact or be impacted by adjacent infrastructure. To address and mitigate these potential concerns, the MBTA reviews and comments on projects and coordinates required support activities during construction.

The submissions to the BPDA for 22-24 Pratt indicate the development team intends to place a conifer tree in the northwest corner of the property. The MBTA would discourage the placement of this tree due to the possibility of growth over the ROW and MBTA operations area. We encourage the development team to reconsider the location and tree species.

The project documents also indicate balconies projecting from the rear of the building toward the shared property line and overlooking the MBTA ROW. A work plan outlining how these will be installed will be required as part of the construction phase project support. Additionally, there have been instances on the system where cigarettes tossed from adjacent balconies have been known to have caused fires on MBTA property and track. It is strongly encouraged that the development team institute a no-smoking policy for balconies facing MBTA operational areas.

Lot Line Fencing

Due to the project immediately abutting the MBTA ROW and active track, the proponent should plan to place their proposed fence on the property line or within their property and not MBTA operational area. The MBTA intends to maintain its current fencing in its present location as the location is pertinent to the MBTA pursuing possible future improvements to the Framingham/Worcester Line for safety or operations, including ROW track changes and electrification. Coordination of fence installation with MBTA operations will be required.

Crane & Aerial Lift Use

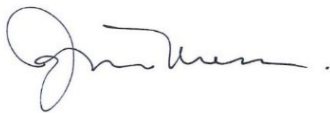
The project may require the support of a crane and/or aerial lifts, and placement to prevent the fouling of the Right of Way (ROW) will be a requirement. The project will need to plan around these safety concerns accordingly, and so the MBTA will need to review and accept work plans for lifts before construction starts.

Licensing Requirement

Due to the proximity to the MBTA Framingham/Worcester Commuter Rail Line, the Authority's Zone of Influence policy will apply to this project. The licensing process will include a review of design and construction plans, canvassing internal departments on potential impacts, and supporting projects during construction, including operations, field staff, and flagging support when deemed necessary to maintain the safety of MBTA operations. All support costs will be borne by the project through the execution of a force account agreement and, in areas adjacent to Commuter Rail ROW, a Keolis PI agreement. License applications and further information on the MBTA's policy may be obtained at mbtarealty.com/licenses.

The MBTA appreciates the opportunity to provide comments on the 22-24 Pratt Street Project and looks forward to continuing to work with the project team to move the project forward with MBTA technical review, licensing, and construction. If you have any questions regarding these issues, please feel free to contact the TOD project manager, Fabiola Alikpokou, at falikpokou@MBTA.com.

Sincerely,



Jennifer Mecca
Deputy Chief, Transit-Oriented Development

Cc: R. Henderson, Chief of Real Estate
Casey Ann Hines, Deputy Director for Development Review
J. Fitzgerald, Deputy Director of Transportation Planning

**Boston Water and
Sewer Commission**



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

October 6, 2023

Mr. Daniel Polanco
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02210

Re: 22-24 Pratt Street, Allston
Project Notification Form

Dear Mr. Polanco:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed redevelopment project located at 22-24 Pratt Street in Allston. This letter provides the Commission's comments on the PNF.

The proposed project site is located on a parcel of land containing approximately 96,445 square feet (sf). The site is presently occupied by a one-story warehouse building, a residential building and a parking lot. The project proponent, HUSPP 22 Pratt JV LLC, proposes to demolish the existing buildings and construct a residential building including comprising 322 units and a below-grade parking garage. The residential building is proposed to have up to 16-stories and a gross floor area of approximately 311,000 sf. The parking garage is proposed to have 92 parking spaces.

The Commission owns and maintains water infrastructure in Linden Street to the east of the site and Pratt Street to the south. In Linden Street there is a 10-inch pit-iron water main installed in 1913 that was cleaned and cement lined in 2015. In Pratt Street there is an 8-inch pit iron water main in Linden Street that was installed in 1919 and cleaned and cement lined in 1992. Both mains are part of BWSC's southern-low service area.

The Commission owns and maintains water infrastructure in the vicinity of the site. Sewer infrastructure includes a 24x31 brick sewer installed in 1879 located along northern edge of the project site, a 12-inch clay pipe installed in 1879 in Linden Street, and a 12-inch clay pipe installed in 1949 in Pratt Street. Drainage infrastructure consists of a 20-inch brick pipe installed in 1949 and rehabilitated in 2014.

According to the PNF, the proposed sewage generation is proposed to be 46,640 gallons per day (gpd), an increase of 45,750 gpd. The proposed water demand is proposed to be 51,304 gpd, an increase of 50,325 gpd.



The Commission has the following comments regarding the proposed project.

General

1. Prior to the initial phase of the site plan development, HUSPP 22 Pratt JV LLC, should meet with the Commission's Design and Engineering Customer Services Departments to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at HUSPP 22 Pratt JV 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 backflow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, has implemented 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. 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 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 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.
5. 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/>

6. The Commission requires that the water use and sewage generation estimates stated in the PNF be submitted with the Site Plan. HUSPP 22 Pratt JV 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. HUSPP 22 Pratt JV LLC should also provide the methodology used to estimate water demand for the proposed project.
7. The Commission will require HUSPP 22 Pratt JV 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 HUSPP 22 Pratt JV LLC to inspect the existing sewer and drain lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
8. It is HUSPP 22 Pratt JV 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, HUSPP 22 Pratt JV 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. HUSPP 22 Pratt JV LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. HUSPP 22 Pratt JV LLC should also provide the methodology used to estimate water demand for the proposed project.
2. HUSPP 22 Pratt JV LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, HUSPP 22 Pratt JV LLC should consider outdoor landscaping which requires minimal use of water to maintain. If HUSPP 22 Pratt JV 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.



3. HUSPP 22 Pratt JV 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. HUSPP 22 Pratt JV LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. HUSPP 22 Pratt JV LLC will be required to install approved backflow prevention devices on the water services for fire protection, vehicle wash, mechanical and any irrigation systems. HUSPP 22 Pratt JV LLC is advised to consult with Mr. Larry Healy, Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. 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, HUSPP 22 Pratt JV LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application HUSPP 22 Pratt JV 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. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. HUSPP 22 Pratt JV LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.



3. The Commission encourages HUSPP 22 Pratt JV LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. HUSPP 22 Pratt JV 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, HUSPP 22 Pratt JV LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. HUSPP 22 Pratt JV 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. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. 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, HUSPP 22 Pratt JV LLC will be required to meet MassDEP Stormwater Management Standards.
7. 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.
8. The Commission requests that HUSPP 22 Pratt JV LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. HUSPP 22 Pratt JV LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
9. 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. HUSPP 22 Pratt JV LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. 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.



11. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission's requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/apm

cc: K. Ronan, MWRA via e-mail
M. Zlody, City of Boston via e-mail
P. Larocque, BWSC via e-mail
P. Salvatore, BWSC via e-mail

MEMORANDUM**January 16, 2025**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)
AND KAIROS SHEN, DIRECTOR

FROM: CASEY HINES, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
LYDIA HAUSLE, SENIOR TRANSPORTATION PLANNER
SETH RISEMAN, DEPUTY DIRECTOR OF DESIGN REVIEW
EBONY DAROSA, SENIOR PROJECT MANAGER
ILANA HAIMES, PLANNER II

SUBJECT: NOTICE OF PROJECT CHANGE - 80-100 SMITH STREET, MISSION HILL

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency: (1) approve the 80-100 Smith Street development Project (the "Proposed Project") as a Notice of Project Change, pursuant to Section 80C of the Boston Zoning Code (the "Code"); (2) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80B-5.4(c)(iv) of the Code for the proposed 80-100 Smith Street project (the "Proposed Project"); (3) authorize the Director to issue a Certification of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80B Large Project Review process; (4) authorize the Director to execute and deliver a Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, an Affordable Rental Housing Agreement and Restriction ("ARHAR"), if necessary, or require the same be executed by and between the Proponent and the Mayor's Office of Housing, and any and all other documents and agreements as the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The project site is comprised of an approximately 1.45 acre parcel within the Mission Church complex in the Mission Hill neighborhood of Boston. The single parcel has a lot area of approximately 62,986 sf (the “Project Site”). The Project Site has frontage along Smith and St. Alphonsus Streets. Until recently, there were structures on the Project Site composing the Mission Church complex: 80 Smith Street, St. Alphonsus Hall, a large meeting and performance hall that had been unused since the 1970s; 90 Smith Street, a four (4) story masonry structure that currently contains offices for the Harvard T.H. Chan School of Public Health, which will remain and is not part of the NPC Project; and 100 Smith Street, a three (3) story masonry structure that formerly housed a convent.

Over time, the edifices at 80 and 100 Smith Street fell into a state of disrepair so as to represent a safety hazard, and in November 2023, with approvals from the Boston Landmarks Commission and Boston Inspectional Services, they were demolished.

The Project Site directly abuts Boston’s Basilica of Our Lady of Perpetual Help and the Our Lady of Perpetual Help Mission Grammar School to the south and the Mission Hill baseball field playground to the east. Nearby residential areas embody three general typologies: 1) the 2 and a half (2.5) to three (3) story clapboard-sided and gabled-roofed Mission Main Apartments that are part of the Boston Housing Authority’s portfolio; 2) the mid-20th-century high-rise residential slab towers along the west side of St. Alphonsus Street and a new six (6) story development at 95 St. Alphonsus Street; and 3) the traditional Boston residential neighborhood vernacular of triple-decker houses farther to the south, up Mission Hill. Neighborhood thoroughfares include Huntington Avenue and Tremont Street to the northwest and south, respectively.

The Project Site is less than half mile from the Massachusetts Bay Transportation Authority (“MBTA”) Green E-line Branch Longwood Medical Area station and the MBTA Orange Line Roxbury Crossing station. MBTA bus service is provided by the #39 and CT2 buses along Huntington Avenue, the #66 bus along Tremont Street, and the Mission Hill LINK services within the immediate neighborhood. The Project Site is also located proximate to several major bike routes.

DEVELOPMENT TEAM

The Development Team consists of:

Proponent:	Mission Associates, LLC c/o Weston Associates David Mackay Mark Donahue
Legal Counsel:	McDermott, Quilty, Miller & Hanley LLP Joseph Hanley, Esq. Nicholas J. Zozula, Esq.
Architect:	RODE Architects, Inc. Ben Wan Eric Robinson Alex Zee Luke Stevenson
Landscape Architect:	Arcadis IBI Group, Inc. Phil Colleran Kristina Stevens
Civil Engineer:	Nitsch Engineering John Schmid
Transportation Consultant:	VHB Sean Manning Ryan White
Permitting Consultant:	Epsilon Associates, Inc. David Hewett Emma Marcou
Geotechnical Consultant:	McPhail Associates, LLC Jason Huestis

DESCRIPTION AND PROGRAM

The Proposed Project will replace the recently demolished buildings at 80 and 100 Smith Street with two (2) new residential buildings, totaling approximately 202,000 sf and containing up to two hundred and eighteen (218) residential rental units. The new structure at 80 Smith Street will contain approximately 82,650 sf, eight (8) stories and up to eighty-six (86) residential rental units. The new structure at 100 Smith Street will contain approximately 119,350 sf, thirteen (13) stories, and up to one-hundred thirty-two (132) residential rental units. The two-hundred eighteen (218) total units in the Proposed Project include sixty-four (64) studio units, sixty-eight (68) one-bedroom units, nineteen (19) one-plus-bedroom units, and sixty-seven (67) two-bedroom units.

The Proposed Project will include a maximum of nineteen (19) at-grade and sixty-eight (68) below-grade vehicle parking spaces. The Proposed Project will include 218 interior secure resident bike spaces and 44 exterior visitor post-and-ring bike parking spaces. A loading area will also be provided at the rear of the at-grade parking area.

The project was originally approved by the BPDA Board on June 9, 2005, and included approximately 41,300 gsf of renovation, 239,256 gsf of new construction, and 71,800 gsf of garage construction. An eight (8) story building proposed on the former St. Alphonsus Hall site at 80 Smith Street was to contain approximately 97,906 gsf with approximately eighty-six (86) residential units. A fourteen (14) story building proposed on the former convent site at 100 Smith Street was to contain approximately one hundred and fifteen (115) residential units. In addition, the Mission School was proposed to be rehabilitated to include approximately twenty-eight (28) residential units. In total, the 2005 project proposed two hundred and twenty-nine (229) residential units with a mix of studio/lofts, one- and two-bedroom units. The original project also included a total of two hundred and twenty-one (221) parking spaces (174 below-grade spaces and 47 surface spaces.)

The table below summarizes the Proposed Project's key statistics.

<u>Estimated Project Metrics</u>	Jan 2005 Approval	Revised Plan	Net Change
Gross Square Footage	354,366	269,968	(84,398)

Gross Floor Area	280,468	243,212	(37,256)
<i>Residential</i>	280,468	202,000	(78,468)
<i>Office</i>	0	41,212 (existing to remain at 90 Smith)	41,212
<i>Retail</i>	0	0	0
<i>Lab</i>	0	0	0
<i>Medical Clinical</i>	0	0	0
<i>Education</i>	0	0	0
<i>Hotel</i>	0	0	0
<i>Industrial</i>	0	0	0
<i>Recreational</i>	0	0	0
<i>Cultural</i>	0	0	0
<i>Parking</i>	73,898	26,756	(47,142)
* Development Cost Est.	\$78,000,000	\$125,000,000	\$47,000,000
Residential Units	229	218	(11)
<i>Rental Units</i>	229	218	(11)
<i>Ownership Units</i>	0	0	0
<i>IDP/Affordable Units</i>	-	37*	37*
Parking spaces	221	87	(134)

ARTICLE 80 REVIEW PROCESS

On September 12, 2022 the Proponent filed a Notice of Project Change, which initiated a public comment period that concluded on December 9, 2022. The Notice of Project Change was sent to the City's public agencies/departments and elected officials pursuant to Section 80A-2 of the Code.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session related to the Notice of Project Change was held on October 17, 2022, with the City's public agencies/departments and elected officials to review and discuss the Proposed Project.

On November 3, 2022, a Virtual Impact Advisory Group Meeting was held. On November 29, 2022, a Virtual Public Meeting was held. The Virtual Public Meeting was advertised in the local Mission Hill paper and listed on the BPDA website.

On June 7, 2023, a Request for Supplemental Information was submitted to the Proponent and on December 12, 2023, the Proponent filed a Supplemental Information Document ("SID"), which initiated a public comment period that concluded on February 27, 2024. The SID was sent to the City's public agencies/departments and elected officials pursuant to Section 80A-2 of the Code.

A Virtual Public Meeting was held on February 13, 2024. The Virtual Public Meeting was advertised in the local Mission Hill paper, listed on the BPDA website, and distributed to those who enrolled in the BPDA Mission Hill email list. Two Virtual Impact Advisory Meetings were held on February 7, 2024, and April 2, 2024.

On May 7, 2024, the Proposed Project was approved by the Boston Civic Design Commission ("BCDC") pursuant to Article 28 of the Code.

PLANNING CONTEXT

The Mission Hill Citizens Advisory Committee was established in 2001 to review and guide proposed development by the Redemptorist Fathers (Mission Church), and its developer, Weston Associates. In 2005, the Mission Hill Citizens Advisory Committee planning process culminated in the approval of a development plan for the church lower campus: 90 Smith Street was to be adaptively reused, and the sites of the former social hall at 80 Smith Street and former convent at 100 Smith Street were approved for replacement by new residential construction. The proposed project includes developing new buildings at 80 and 100 Smith Street that retain the use, scale, and massing previously approved, which is consistent with the planning context established by the Mission Hill Citizens Advisory Committee process.

This site is located in the Tremont Street Community Facilities subdistrict of the Mission Hill Neighborhood District. Zoning Article 59 governing the Mission Hill Neighborhood District was adopted in 1996, but was not subsequently updated to reflect the later Mission Hill Citizens Advisory Committee planning process. The proposed multifamily use is zoning compliant. Although the proposed height

exceeds the zoning maximum of 55 feet, the proposed height remains unchanged from the project that was approved in 2005 based on the Mission Hill Citizens Advisory Committee planning process.

ZONING

The Project Site is located within the Tremont Community Facilities (CF) Subdistrict of the Mission Hill Neighborhood Zoning District and is therefore subject to Article 59 of the Zoning Code. The Project Site is subject to City Ordinance 7.4-11 and the Proposed Project requires Parks Design Review by the Boston Parks and Recreation Department due to the Project Site's adjacency to the Mission Hill Playground. The Project Site is also listed within a Massachusetts Historical Commission Historic Inventory Area. The Proposed Project will include Multifamily Residential Uses in two (2) distinct buildings with one at 80 Smith Street and one at 100 Smith Street. A Multifamily Residential Use is an Allowed Use within the relevant CF Zoning Subdistrict. Therefore, the NPC Project will not require any Use Variances for the proposed Multifamily Residential Uses at the two buildings. Certain dimensional characteristics of the NPC Project will require relief from the terms of the Zoning Code, including but not limited to Floor Area Ratio Excessive, Building Height Excessive, and Rear Yard Insufficient. The final amount of off-street parking and loading will be reviewed and determined by the BPDA pursuant to the provisions of the Article 80 Large Project review process.

MITIGATION & COMMUNITY BENEFITS

The Proposed Project will include mitigation measures and community benefits to the neighborhood and the City of Boston (the "City"), including:

- Revitalize and convert the Project Site into a residential development that enhances the immediate area, while respecting the history of the Project Site;
- Offer the community use of the Proposed Project's outdoor courtyard space from May to October for seasonal weekend activities by Mission Hill organizations, including but not limited to the Mission Main Task Force's Annual Unity Day event and its other events, farmer's markets and community programs, subject to advance notice, availability as reasonably appropriate. Said space shall be made available for up to eight (8) events per season, but no more than twice per month.

- The Proponent agrees to host a special community meeting to review and discuss the status of the existing building to remain at 90 Smith Street before any new tenant or use change thereat.
- The Proponent will continue to work with the IAG on pending draft Construction Management Plan, which will be referenced in the Cooperation Agreement and finalized based on mutually acceptable terms before the Project's ZBA hearing.

- Make a one-time Seventy-Five Thousand dollar (\$75,000.00) contribution to the City's Fund for Parks, a non-profit organization, as described below:

1. Recipient: City's Fund for Parks
Boston Parks and Recreation Department
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118
2. Use: Mission Hill Playground Light Installation and Maintenance
3. Amount: \$75,000.00
4. Timeline: The \$75,000 contribution is due at initial building permit issued by ISD.

- Make a one-time Two Hundred Thousand dollar (\$200,000.00) contribution to the Mission Main Task Force, a non-profit organization, as described below:

1. Recipient: Mission Main Task Force
41 Smith Street
Boston, MA 02120
2. Use: Rental Relief Fund and program expenses
3. Amount: \$200,000.00
4. Timeline: \$50,000 is due at initial building permit issued by ISD, \$50,000 is due at the issuance of the Certificate of Occupancy, and \$20,000 is due annually, for the first five years of the new building's operation.

- Make a one-time Seventy-Five Thousand dollar (\$75,000.00) contribution to the Stabilizing Homeownership in Mission Hill Pilot program for homebuyer assistance in Mission Hill as described below:
 - 5. Recipient: Stabilizing Homeownership in Mission Hill Pilot (via the Mayor's Office of Housing)
 - 6. Use: To provide financial assistance for first-time homebuyers in Mission Hill and it's BHA properties.
 - 7. Amount: \$75,000.00
 - 8. Timeline: \$75,000 is due at issuance of Certificate Of Occupancy by ISD.
- Upon issuance of the Certificate of Occupancy, the Proponent will make a one-time "bikeshare" contribution of \$59,950.00 to Boston Transportation Department ("BTD") per the City's Bike Parking Guidelines as well as provide space for one (1) nineteen (19) dock bike share station onsite upon issuance of Certificate of Occupancy. The Proponent will work with BTD and the BPDA to site the station appropriately, though it is anticipated that the station will be within a curb extension on Smith Street close to the St. Alphonsus Street intersection. Bike share stations may require Administrative Review by PIC.
- The Proposed Project will minimize the negative impacts of parking by consolidating all vehicular access to the site from a single driveway of no more than 20 feet wide on Saint Alphonsus Street. An existing driveway will be closed and the new driveway will be installed slightly to the north at a location that improves site lines and minimizes pedestrian risk. As determined by the Boston Transportation Department ("BTD") through the Transportation Access Plan Agreement ("TAPA"), the Proposed Project will include an audio and visual notification system(s) to notify pedestrians of vehicles entering and exiting the off-street vehicle parking accommodations throughout the Project Site.
- The project will comply with the BTD Electric Vehicle Readiness Policy for New Developments, requiring 25% of the vehicle parking spaces to be equipped with electric vehicle charging stations and the remaining 75% to be ready for future installation.

- In compliance with Boston's Complete Streets Policy, the Proponent will make much-needed sidewalk and streetscape improvements to St. Alphonsus Street and Smith Street within the bounds of their property within the public way. PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department.
 - St. Alphonsus Street will maintain a minimum 11.5-foot sidewalk including 7 feet clear accessible paths of travel absent vertical elements. Smith Street will maintain a minimum of 9.5-foot sidewalk including 6 feet clear accessible paths of travel absent vertical elements. The clear paths along both streets will be made of monolithic concrete monolithic with concrete pavers within the landscape zone.
 - One new street tree will be planted on St. Alphonsus Street in the location where the existing curb cut will be closed as part of the project.
 - To support pedestrian safety and expand the public realm, the project will design and install multiple curb extensions including two on St. Alphonsus Street at the north and south ends of the project site and on the Smith Street at the east and west ends of the project site.
 - The Proponent will design and implement two new and two refreshed crosswalks. The crosswalks will be high-visibility, ladder-style crosswalks and align with BTD standard details. All crosswalks will be equipped with ADA-compliant, directional pedestrian curb ramps, including reciprocal ramps on the opposite side of the street. These crosswalks include:
 - a new mid-block crossing on St Alphonsus Street across from the Grammar School building entry, including a new curb bump-out;
 - an improved crossing across St Alphonsus Street at the corner with Smith Street, including a new curb bump-out;

- an improved crossing across Smith Street at the intersection with St Alphonsus Street; and,
 - a new crossing across Smith Street to the northwest corner of Cornelia Court. This crosswalk may require an extension of and other modifications to the existing landscape median on Smith Street to provide a fully accessible crossing of Smith Street.
- The Proponent will work with BTM to identify appropriate locations for and install signage for pick-up/drop-off vehicle parking spaces on Smith Street
- The project will comply with the Boston Transportation Department Transportation Demand Management Points System. The selected strategies will be specified and codified in the TAPA. For this project, minimum expected requirements include 90 TDM points. In addition to meeting all baseline requirements, the project will provide the following impact and elective strategies:
 - The Proponent will provide on-site parking at a rate below the maximum allowed by BTM.
 - The Proponent will provide discounted bikeshare memberships as part of the Bluebikes Corporate Program.
 - The Proponent will provide an on-site e-bike and/or e-cargo bike for use by Project tenants.
 - The Proponent will provide a minimum of one car share vehicle(s) that is accessible 24 hours a day, seven days a week. The car-share vehicle(s) must have its own designated parking space identified through signage and pavement markings.
 - The Proponent will provide carpool matching services with signed preferential parking spaces.
 - The Project includes an on-site fitness room and a centralized parcel drop-off and receiving area.
- As part of its construction of the Proposed Project, the Proponent will design and construct four (4) new speed humps along Smith Street and the southern boundary of the development site. The work will be undertaken in collaboration with BTM, BPD, District Councilor Durkan and the Mission Main Tenant Task Force. Work to be performed subject to and within a reasonable

time of the BPD's issuance of its Certificate of Compliance, as requested by Article 80 Large Project Review.

- As part of its construction management plan, the Proponent will coordinate with the Mission Main Tenant Task Force to provide construction updates. All construction updates will be provided in a multilingual way. The Proponent will identify a point of contact to provide said updates.
- The Proponent will continue to engage with the abutting Our Lady of Perpetual Help Mission Grammar School to coordinate and identify proper safety measures for the school.

The community benefits described above will be set forth in the Cooperation Agreement for the Proposed Project. Any required community benefit contribution payments shall be made to the BPDA or respective City of Boston department before issuance of the initial building permit by the City of Boston Inspectional Services Department ("ISD") and will be distributed as outlined above. · The proponent will enter into a Transportation Access Plan Agreement ("TAPA") prior to receiving a building permit.

AFFIRMATIVELY FURTHERING FAIR HOUSING

The Proposed Project will incorporate the following Affirmatively Furthering Fair Housing (AFFH) Interventions:

Article 80 Interventions

- Provide all IDP units on site;
- Provide an additional percentage of IDP units than required.

Marketing and Housing Access Interventions

- Agree to review a lottery preference for voucher-holders for the IDP units, to be determined in the marketing plan;
- the Proponent and all successor-owners of the Project will take proactive steps to make sure that the ~~37~~ 33* units provided under the Inclusionary Development Policy (~~33 at 70% AMI, 4 at 100% AMI~~)* are equally accessible to voucher-holder candidates who may successfully participate in the affordable housing lotteries for these units. Specifically, any property manager at this Project who utilizes credit screening for tenant selection shall forego said credit check for a voucher-holder applicant, as the

*Scrivener's error corrected 1/23/2025

government voucher secures regularity of payment. For any voucher-holder, first month's rent will not be collected until the lease and Housing Assistance Payment (HAP) contract is signed, and last month's rent will not be required, as the government agency cannot pay this in advance (but will pay it per contract when the last month arrives).

- Adopt the Fair Chance Tenant Selection Policy for market-rate units;
- Develop and abide by a tenant screening policy requiring that CORI, Credit Score, Eviction History be assessed on an individualized basis rather than implementing a blanket policy that excludes applicants with CORIs, certain credit scores, and/or eviction histories;
- Work exclusively with local, multilingual, and culturally competent leasing agents;
- Market all residential units in all of Boston's dominant languages;
- Market all units across media types (print, social, audio, digital, etc.); and
- Describe IDP units and link to Metrolist on the Project's primary marketing website

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 (the "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, the Proposed Project has committed to providing thirty-three (33) units, or approximately 15% of the total number of units within the Proposed Project, to be created as IDP rental units (the "IDP Units"), with all units made affordable to households earning not more than 70% of AMI, as published annually by the BPDA and based upon data from the United States Department of Housing and Urban Development ("HUD").

The proposed locations, sizes, income restrictions, and rental prices for the IDP Units are as follows:

80 Smith Street					
Unit Number	Number of Bedrooms	Unit Square Footage	Percentage of AMI	Rent	Group-2 designation
206	Studio	509	70%	\$1,330	
211	Two-Bedroom	959	70%	\$1,766	Group-2A

BOARD APPROVED**15**

302	Two-Bedroom	877	70%	\$1,766	
305	One-Bedroom	629	70%	\$1,559	
310	Studio	513	100%	\$1,932	
408	One-Bedroom	631	70%	\$1,559	
501	Two-Bedroom	833	70%	\$1,766	
506	Studio	509	70%	\$1,330	
509	Two-Bedroom	917	70%	\$1,766	
604	One-Bedroom	620	70%	\$1,559	
605	One-Bedroom	629	100%	\$2,261	
704	Studio	506	70%	\$1,330	
710	Two-Bedroom	835	70%	\$1,766	

100 Smith Street					
Unit Number	Number of Bedrooms	Unit Square Footage	Percentage of AMI	Rent	Group-2 designation
201	Two-Bedroom	1003	70%	\$1,766	
208	One-Bedroom	661	70%	\$1,559	
304	One-Bedroom +	775	70%	\$1,559	
311	Two-Bedroom	821	70%	\$1,766	
404	Studio	450	70%	\$1,330	
407	One-Bedroom	664	100%	\$2,261	
408	One-Bedroom	661	70%	\$1,559	
506	One-Bedroom +	755	70%	\$1,559	
509	Studio	508	70%	\$1,330	Group-2A
601	Two-Bedroom	930	70%	\$1,766	
611	One-Bedroom	629	70%	\$1,559	
704	Studio	492	100%	\$1,932	
707	One-Bedroom	664	70%	\$1,559	
710	Two-Bedroom	829	70%	\$1,766	
803	Studio	466	70%	\$1,330	
901	Two-Bedroom	930	70%	\$1,766	

909	Studio	508	70%	\$1,330	
1010	One-Bedroom	659	70%	\$1,559	
1107	One-Bedroom	664	70%	\$1,559	Group-2A
1209	Studio	508	70%	\$1,330	

The location of the IDP Units will be finalized in conjunction with BPDA and Mayor's Office of Housing ("MOH") staff and outlined in the ARHAR, and rental prices and income limits will be adjusted according to BPDA published maximum rental prices 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 Compliance for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission ("BFHC") upon issuance of the building permit. The IDP Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC and the BPDA. 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
3. Voucher-holders (if determined for the Proposed Project in the Affirmative Marketing Plan, which may determine a limited percentage of units for the preference).

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. 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 the 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 developer prior to rental to an income eligible tenant, and the BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Unit.

RECOMMENDATIONS

This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency: (1) approve the 80-100 Smith Street project as a Notice of Project Change, pursuant to Section 80C of the Boston Zoning Code; (2) issue a Preliminary Adequacy Determination waiving the requirement of further review pursuant to Article 80B 5.4(c)(iv) of the Code for the proposed 80-100 Smith Street project; (3) authorize the Director to issue a Certification of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; (4) authorize the Director to execute and deliver a Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, an Affordable Rental Housing Agreement and Restriction (“ARHAR”), if necessary, or require the same be executed by and between the Proponent and the Mayor’s Office of Housing, and any and all other documents and agreements as the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Preliminary Adequacy Determination under Section 80B-5.4©(iv) of the Boston Zoning Code, in connection with the Proposed Project located at 80-100 Smith Street in the Mission Hill neighborhood of Boston (the “Proposed Project”), which (i) finds that the Notice of Project Change submitted on September 12, 2022, and the Supplemental Information Document submitted on December 12, 2023, adequately describe the potential impacts arising from the Proposed Project, and provide sufficient mitigation measures to minimize these impacts; and (ii) waives further of the Proposed Project under subsection (iv) of Section 80B-5.4 (c) of the Code, subject to continuing design review by the Boston Redevelopment Authority (“BRA”); and

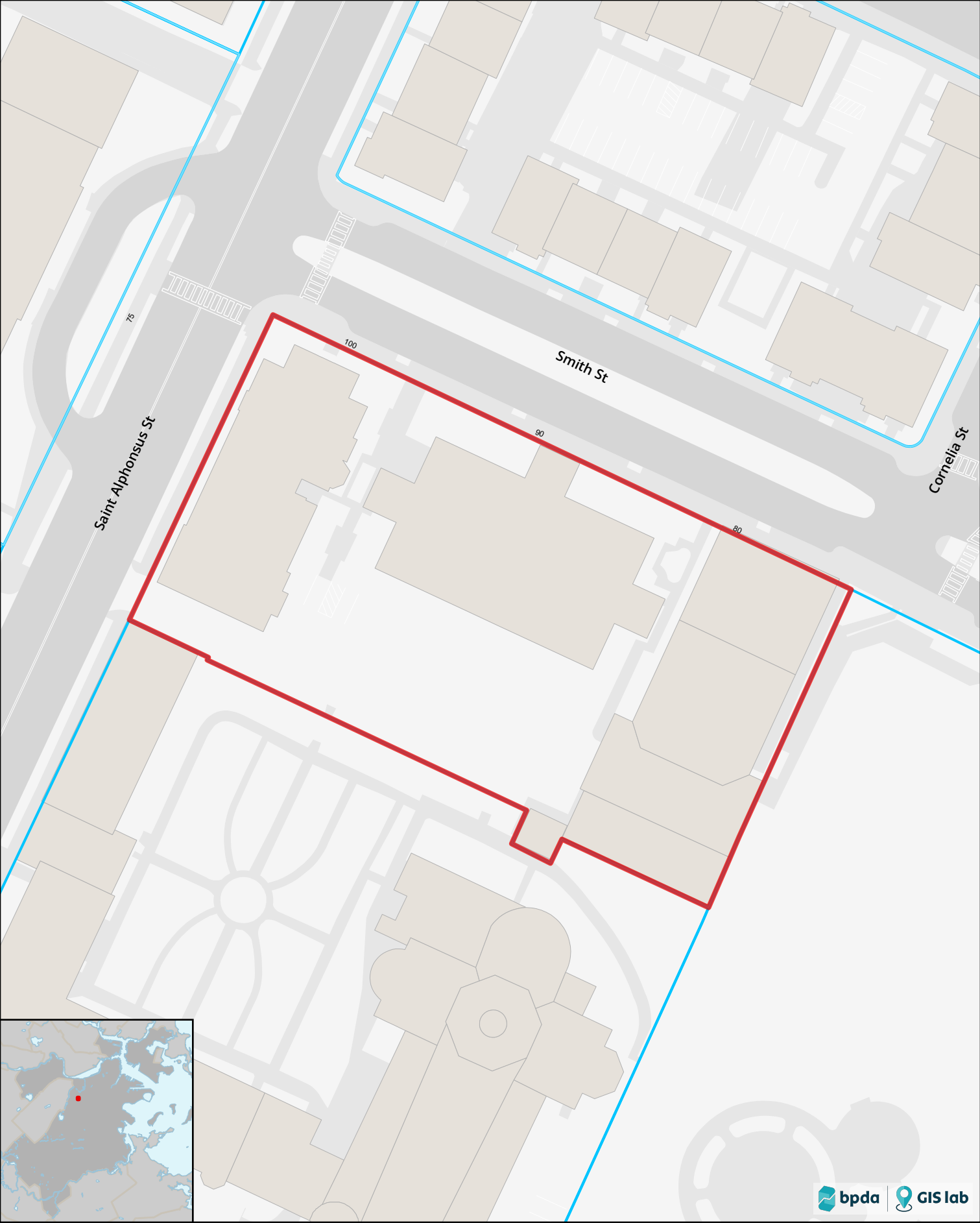
FURTHER

VOTED: That the Director be, and hereby is, authorized to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code upon successful completion of the Article 80 Large Project Review process; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing including without limitation, executing and delivering a Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Job Policy, an Affordable Rental Housing Agreement and Restriction for the creation of thirty-three on site IDP Units, if necessary, or require the same be executed by and between the Proponent and the Mayor's Office of Housing, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA.

80-100 Smith Street



80-100 Smith Street





City of Boston
Parks and Recreation
Mayor Michelle Wu

February 27, 2024

Teresa Polhemus
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

RE: Supplemental Information for 80-100 Smith Street adjacent to Mission Hill Playground

Dear Ms. Polhemus;

The Boston Parks and Recreation Department (BPRD) has reviewed the *Response to Supplemental Information Request for 80-100 Smith Street*. The project site is immediately adjacent to Mission Hill Playground. The development as a whole will impact the park due to the density of 218 households and lack of onsite open space for active recreational use. The building at 80 Smith Street shares a property line with the park and will impact the the publicly-owned open space, particularly if zoning relief is granted for the proposed design.

BPRD also reviewed the presentation that was made at the public meeting on February 13, 2024. BPRD previously reviewed the *Notice of Project Change* in a comment letter dated December 9, 2022. The proponent responded to that letter in the *Supplemental Filing*, but did not change the building to resolve any of the issues – therefore the comments in that letter remain open.

Municipal Code Section 7-4.11 The project is subject to *Municipal Code Section 7-4.11* and requires the approval of the Boston Parks and Recreation Commission prior to the issuance of building permits. That review will include but not be limited to the following impacts to the park: height, shadows, setbacks, landscape buffer, onsite open space, roof deck, construction feasibility, noise and exhaust, egress, accommodation of pets, and interface between uses.

Zoning Relief The project requires relief from zoning in order to be constructed as proposed. If granted, such relief would have a negative impact on the adjacent park as described below.

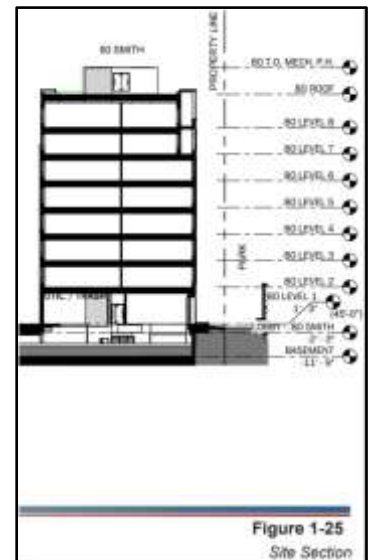
Height and Shadows Zoning allows a height of 55 feet. Relief from zoning would allow the proposed building height of 93 feet plus mechanicals. This height will cast permanent shadows on Mission Hill Playground year round - at the least from 3:00 pm until dusk from September to March and at the least after 6:00 pm until dusk in June. *The shadow study should include the rooftop mechanicals and actual time of impact. The shadow impacts of the required 55 foot height and the proposed 93 foot height plus mechanicals should be provided for comparison.*

Rear Yard Setback Zoning requires a rear yard setback of 20 feet. However, the building at 80 Smith will have a rear yard setback of 8 feet. If approved, this relief from zoning would create additional permanent shadows on Mission Hill Playground. *The shadow impacts of the required 20 foot setback and the proposed 8 foot setback should be provided for comparison.*

Side Yard Setback Zoning does not require a side yard setback. *Figure 1-16 Site Sections between 80 Smith and Mission Hill Playground* shows various widths of the side yard setback, including a planted buffer and the “porch” area. However, a portion of this setback is shown as a walkway, not as a planted buffer in renderings. This area also includes the fence that is not shown on renderings. *The design of this setback and interface should be clarified.*

Figure 1-25 Site Section appears to show 80 Smith Street in relation to the property line. This section does not include height or setback width as it changes along the facade. It does not show balconies, private yards or landscaping and trees. *This information should be provided.*

The plans indicate that there will be a landscaped buffer between the building at 80 Smith Street and the playground. The plans show eight trees in this buffer. However, even the site plan shows the tree canopies to be severely truncated. It is unclear whether the trees proposed in this buffer would be viable. *Further detail should be provided.*



Onsite Open Space Zoning requires minimum usable onsite open space of 50 sf per unit or 10,900 sf. The NPC included minimal open space with the exception of a roof deck on each building and some seating areas. In the Supplemental Filing, the proponent states that it will provide 20,900 sf of open space. In the presentation made on February 13, 2024 the parking lot is used as an outdoor amenity space. *The onsite open space should be quantified. Open space used for circulation and parking should not be conflated with usable open space.*

The onsite open space is passive use. The residents of the 218 households will therefore rely on the adjacent publicly owned open space for their active recreational needs.

Roof Deck The roof deck at 80 Smith Street appears to be sited such that it will create an inappropriate sense of privatization from the park perspective. *Further details of the design of the proposed roof deck overlooking the playground should be provided.*

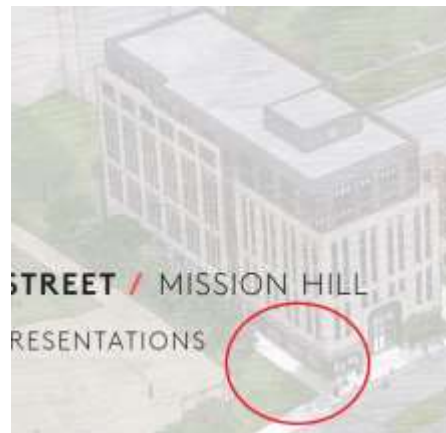
Noise and Exhaust The 2005 site plans showed the ground floor plan with a garage exhaust next to the ball field. The 2024 basement plan and ground floor plan do not include the location of the exhaust ventilation. *The location of the garage exhaust ventilation should be provided.*

Details of the building mechanicals in relation to the public open space should be provided - including garage ventilation; building ventilation, condensing units, etc. Mechanicals should be sited so as not to impact the publicly owned open space with noise or exhaust. Ventilation fans should not impact or be oriented to public open space, and noise should be mitigated.

Egress to the Park The 2005 plan showed an ingress/egress door facing the park. The 2024 ground floor plan shows an internal hallway that appears to terminate in a dead end at a similar location facing the park. However, no door is shown in the 2024 plan. *This should be clarified.*



Retaining Wall/Fence The 2024 renderings show an edge condition that does not include the retaining wall or fence, and instead shows a seamless transition between the project and the park. *The design intent of such renderings should be clarified.*





City of Boston
Parks and Recreation
Mayor Michelle Wu

Construction Feasibility It will be difficult for the proponent to construct the building at 80 Smith Street as proposed, designed and sited given the side yard setback from the park. BPRD requested extensive information related to the demolition and construction in the comment letter on the NPC. The building has since been demolished without this information being provided.

The proponent did not provide the information that BPRD requested and instead responded that it would “commit to submit a plan directly to the Parks Department for review and approval at the appropriate time prior to the commencement of construction. It will be developed at the same time as the [BTD] Construction Management Plan.”

No demolition or construction access will be allowed from the park. Now is the appropriate time to provide the information that BPRD had requested. The previously requested information regarding demolition and construction impacts and management should be provided prior to the BPDA Board vote so that it may be evaluated to determine whether the proposed project is feasible given its proximity to the park. This information is in addition to that required by BTD.

The proponent should detail how the following will be performed without encroachment on or impact to Mission Hill Playground: demolition and waste removal given that the building at 80 Smith Street sits at the property line of the park; construction staging (including cranes, heavy equipment, deliveries, truck routes, contractor parking, storage, etc.); crane radii; excavation and grading; driving of piles; foundation support; foundation footings and construction; groundwater management during construction and after; erosion and sediment control; storm water management; construction of the building in proximity to the park; and noise and dust.

Pets *A pet relief space should be provided on site to eliminate impacts to public open space.*

Mitigation The proposed project will have significant impacts on the adjacent playground, particularly if relief from zoning is granted. It is unclear what mitigation may have been negotiated in 2005 to offset the impacts to the park. *This information should be provided.*

Sincerely,

Carrie M. Dixon

Carrie Marsh Dixon, Executive Secretary
Boston Parks and Recreation Commission

cc: Ryan Woods, Commissioner, Boston Parks and Recreation Department
Liza Meyer, Chief Landscape Architect, Boston Parks and Recreation Department
Carrie Marsh Dixon, Executive Secretary, Boston Parks and Recreation Commission
Seth Riseman, Deputy Director of Design Review, Boston Planning and Development Agency
Jill Zick, Assistant Deputy Director of Public Realm, Boston Planning and Development Agency
Ebony DaRosa, Project Manager, Boston Planning and Development Agency

**Boston Water and
Sewer Commission**

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



October 14, 2022

Michael Sinatra
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: 80-110 Smith Street, NPC

Dear Michael Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Notice of Project Change (NPC) for the above referenced Project (Project). The Project site is located at the corner of Smith and Saint Alphonsus Streets in the Mission Hill neighborhood of Boston. A very similar proposal was reviewed by the Boston Redevelopment Authority (BRA) in 2005, and the current proposal represents only a minor change from what was originally approved at that time.

The Project site currently includes three structures that are a part of the Mission Church complex: 80 Smith Street, 90 Smith Street; and 100 Smith Street. The Project includes the demolition of the two existing abandoned buildings located at 80 Smith Street and 100 Smith Street, and an existing parking lot to the south. The existing 90 Smith Street building is between these two buildings and is not part of the Project.

The Project will include new residential buildings having approximately 202,000 square feet of new gross floor area and approximately 218 rental units, consisting of studio, one- and two-bedroom units. Approximately 86 dwelling units will be located at 80 Smith Street. The remaining 132 units will be located at 100 Smith Street. The Project will include approximately 11,450 square feet of open space to service the Project's residents. Parking will consist of 24 spaces on an open-air surface lot at grade, and 125 parking spaces in a below-grade garage utilizing and automated mechanical stacking system.

Water, sewer, and storm drain service for the Project site is provided by the Boston Water and Sewer Commission. The existing 80 Smith Street and 100 Smith Street buildings are abandoned and do not currently use water. The Projects estimated domestic water demand is approximately 12,826 gallons per day (gpd) for 80 Smith, and 20,086 gpd for 100 Smith, for a total proposed demand of 32,912 gpd. For water service the Project site is served on Smith Street by an 8-inch ductile iron southern low water main installed in 2015; on Saint Alphonsus Street by an 8-inch cast iron cement lined southern high water main installed in 1961; and on Saint Alphonsus Street by a 6-inch pit cast iron southern high water main installed in 1903.

The Project will require new domestic water and fire protection services. The domestic water and fire protection services will connect to the existing BWSC water mains in Smith Street and /or Saint Alphonsus Street. The Proponent will work with BWSC to identify whether the new buildings will have separate or shared domestic water and fire protection services.



The existing 80 and 100 Smith buildings are abandoned and do not contribute to existing sewage flows. The Project's estimated sewage flow is estimated at approximately 11,660 gpd for 80 Smith, and 18,260 gpd for 100 Smith, for a total proposed sewage generation of 29,920 gpd.

The Proponent will coordinate with BWSC on the design and capacity of the proposed connections to the sewer system. The Project will require new building sewer services. It is anticipated that the new sewer services for 80 Smith Street will connect to the existing 15-inch sewer main on Smith Street. The new 100 Smith sewer services will connect to either the existing 15-inch sewer main on Smith Street and/or the existing 12-inch sewer main on Saint Alphonsus Street.

For storm drainage the Project site is served by an existing 39-inch storm drain on Smith Street and a 12-inch storm drain main on the sidewalk located on east side of Saint Alphonsus Street which flows northerly and connects to the 39-inch storm drain main Smith Street. another 24-inch storm drain runs on the west side of Saint Alphonsus Street opposite the Project site which flows northerly and also connects to the 39-inch storm drain on Smith Street. The proposed Project is not expected to result in a significant change in impervious area compared to existing conditions. Improvements and connections to the Commission's infrastructure will be reviewed as part of the Commission's Site Plan Review Process.

The Commission comments regarding the Project are provided below.

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. Prior to the initial phase of the site plan development, the Proponent should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the Project's development.
2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent'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.
3. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for retail, irrigation, and air-conditioning make-up water for the Project.
4. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.



5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
6. The design of the Project must 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/>
7. Before the Proponent demolishes any existing structures the existing water, sewer and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission.

Sewage/Drainage

8. Oil traps are required on drainage systems discharging from enclosed parking garages. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
9. Sanitary sewage must be kept separate from stormwater at all times and separate sanitary sewer and storm drain service connections must be provided for the new building. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. The Commission requires that existing stormwater and sanitary sewer service connections, if any are to be re-used by the Project, be dye tested to confirm they are connected to the appropriate system.
10. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. 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 for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
11. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (DEP). To achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in accordance with DEP requirements. With the site plan the Proponent must submit a phosphorus reduction plan for the Project.



12. The Proponent must fully investigate methods for infiltrating stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. A volume of runoff equal to one inch of rainfall times the total impervious area on site must be infiltrated prior to discharge to a storm drain or a combined sewer system for projects less than 100,000 square feet of floor area. All projects at or above 100,000 square feet of floor area are required to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project. The site plan must show how storm drainage from roof tops and other impervious surfaces will be managed.
13. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity, and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
14. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - 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.
 - 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 or treatment structures to be utilized during construction.
15. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.
16. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.

Water

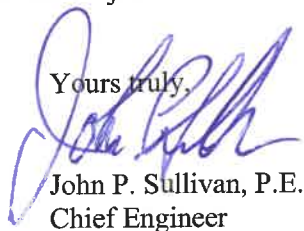
17. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.



18. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
19. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent 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 also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/as

cc: D. Mackay, Mission Associates
K. Ronan, Mass. Water Resources Authority via email
P. Larocque, BWSC via email

TO: Michael Sinatra, Senior Project Manager
CC: Mission Associates, LLC

FROM: Travis Anderson, Senior Infrastructure & Energy Planner
William Visco, Smart Utilities & Energy Planning Co-op

DATE: October 20th, 2022
SUBJECT: **80-100 Smith Street - Smart Utilities Comments - NPC**

Comments and requests for additional information:

If you have any questions regarding the comments below, or you would like to arrange a meeting to discuss Smart Utilities technology or policy, please feel free to contact Travis Anderson via travis.anderson@boston.gov or smartutilities@boston.gov.

Thank you for the preliminary submission of a Utility Site Plan and Smart Utilities Checklist. In response to our review of the provided documents, we ask that you include the following elements in a future filing:

1. Utility Site Plan: The Smart Utilities team requests that the following be included on an updated Utility Site Plan in a future submission:
 - a) Gas
 - i) The project has indicated that the building is all electric
 - b) Telecom
 - i) Show the telecom connection and its planned extension from the right-of-way (ROW) to the building.
 - c) Electric Service
 - i) Show the electrical connection and its planned extension from the right-of-way (ROW) to the building.
 - ii) Show the location of any electrical utility meters.
 - d) Domestic Water
 - i) Show the domestic water connection and its planned extension from the right-of-way (ROW) to the building.
 - ii) Show the location of any domestic water utility meters.
 - e) Stormwater and Sanitary
 - i) Please show the stormwater and sanitary connections to city sewer lines, including their planned extension from the right-of-way (ROW) to the building.
 - f) Green Infrastructure
 - i) Please submit diagrams/cross sections of potential stormwater infrastructure (permeable surfaces, retention tanks, low impact design strategies, landscape features in the public realm, etc.)

g) Electrical Transformers

- i) Thank you for providing the proposed location on the site. It appears if the transformer location was to shift further into the site the drive aisle would open up.
- ii) Please clarify if the transformers are to be screened from the right of way
- iii) Please include verification that any transformers are being adequately sized for future loads.

h) Electric Vehicles

- i) Please include in your USP any infrastructure needed to comply with the City of Boston [EV Readiness Policy for New Developments](#). This may include EV chargers, additional electrical services, transformers, empty conduit, etc. 25% of onsite parking must be EV ready at onset, with the remaining 75% being EV-ready for future installation.

2) Report of Potential Conflicts:

- a) Please provide the report of potential conflicts generated by entering your project into the City of Boston Utility Coordination Software (COBUCS). If any conflicts are identified, we would then request information on how the team plans to address these conflicts with the relevant entities.

3) Smart Utilities Checklist:

- a) After receiving and reviewing the information requested above, we may ask that some of the design elements are memorialized as an update to the Smart Utilities Checklist. We can guide the team more efficiently towards the section(s) of the Checklist that would be necessary after the information above has been received and reviewed.

4) Urban Heat Island

- a) Preliminary details regarding heat mitigation strategies. For additional information, please consult the following:
<https://www.boston.gov/departments/environment/climate-ready-boston-map-explorer>



CITY of BOSTON

Michelle Wu, Mayor

To: Michael Sinatra, BPDA
From: Jeffrey Alexis, PWD
Date: September 27, 2022
Subject: 80-100 Smith Street NPC - Boston Public Works Department Comments

Included here are Boston Public Works Department (PWD) comments for the 80-100 Smith Street NPC.

Pedestrian Access:

The developer should consider making pedestrian improvements at the Smith Street and Cornelia Court intersection, as well as the intersection of St. Alphonsus Street and Tremont Street.

Project Specific Scope Considerations:

The developer should consider extending the scope of work to include sidewalk improvements along St. Alphonsus Street up to the intersection at Tremont Street. Coordinate with BTDA Active Transportation to explore any opportunities for improved bicycle facilities along St. Alphonsus Street.

Site Plan:

The 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 Right-of-Way (ROW):

All proposed design and construction within the Public ROW shall conform to PWD Design Standards (<https://www.boston.gov/departments/public-works/public-works-design-standards>). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC. Please note that the comments below are specific to proposed work within the Public ROW.

Sidewalks:

The 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 complement pedestrian improvements and travel along all sidewalks within the 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 abutting the project site if not already constructed to ADA/AAB compliance per Code of Massachusetts Regulations Title 521, Section 21 (<https://www.mass.gov/regulations/521-CMR-21-curb-cuts>). This includes converting apex ramps to perpendicular ramps at intersection corners and constructing or reconstructing reciprocal pedestrian ramps where applicable. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the PWD Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

Please note that at signalized intersections, any alteration to pedestrian ramps may also require upgrading the traffic signal equipment to ensure that the signal post and pedestrian push button locations meet current ADA and Manual on Uniform Traffic Control Devices (MUTCD) requirements. Any changes to the traffic signal system must be coordinated and approved by BTDA.

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
The Office of the Streets, Transportation, and Sanitation
(617) 635-4900



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Michelle Wu, Mayor

All proposed sidewalk widths and cross-slopes must comply to both City of Boston and ADA/AAB standards.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. All existing curb cuts that will no longer be utilized shall be closed.

Discontinuances:

Any discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any easements within the Public ROW associated with this project must be processed through the PIC.

Landscaping:

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. The landscaping program must accompany a LM&I with the PIC.

Street Lighting:

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer. All proposed lighting within the Public ROW must be compatible 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 additional street lighting upgrades that are to 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. For all sections of sidewalk that are to be reconstructed in the Public ROW that contain or are proposed to contain a City-owned street light system with underground conduit, the developer shall be responsible for installing shadow conduit adjacent to the street lighting system. Installation of shadow conduit and limits should be coordinated through the BPDA Smart Utilities team.

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.

Additional 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 ROW. The developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.



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Michelle Wu, Mayor

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 ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC. Effects of water infiltration with respect to the adjacent underpass structure and underground MBTA tunnels that may be negatively impacted by infiltration may impact the ability to install such systems and should be considered. Coordination with PWD and MBTA will be required.

Resiliency:

Proposed designs should follow the Boston Public Works Climate Resilient Design Guidelines (<https://www.boston.gov/environment-and-energy/climate-resilient-design-guidelines>) where applicable.

Please note that these are the general standard and somewhat specific PWD requirements. 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 jeffrey.alexis@boston.gov or at 617-635-4966.

Sincerely,

Jeffrey Alexis

Principal Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Todd Liming, PIC



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Michelle Wu
Mayor

Article 37 Interagency Green Building Committee

July 20, 2022

Joseph Hanley
Mission Associates, LLC
28 State Street, Suite 802
Boston, MA 02109

Re: 80-100 Smith Street– Zoning Article 37 Green Building Compliance

Dear Mr. Hanley,

The Boston Interagency Green Building Committee (IGBC) is looking forward to learning more about your project and working with you and your team to ensure the project minimizes adverse environmental impacts, including greenhouse gas emissions, and contributes to Boston's sustainability and resiliency goals.

Your proposed project is subject to Boston Zoning Code Article 37 Green Buildings. In addition to ensuring projects comply with Article 37, IGBC staff are available to explain City of Boston sustainability, green building, and carbon neutral goals and best practices. Please feel free to request a profile meeting or call with IGBC staff.

The following is intended to assist you and your team in initial project planning and provision of related submission materials and project expectations:

Article 37 Initial Filing. For the complete review, please include the following items in your future filings:

- **Sustainability Narrative.** The following items should be included in this section; all elements are understood to be preliminary:
 - Sustainability Narrative. This section should outline the project's sustainability, green building, and climate resiliency strategies. The narrative should identify the proposed US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system and outcome, describe building-specific strategies for each LEED category and how key credits will be achieved (stormwater, heat island, water-use reduction, energy optimization), state whether the project will be USGBC Registered or USGBC Certified, and include a

preliminary LEED Checklist. Use and submit only a standard LEED Checklist. Modified Checklists will not be reviewed.

- **Climate Resiliency Checklist Report** (Resiliency Report). The Resiliency Checklist provides a framework for considering present and future climate conditions in the project planning and design. The Resiliency Checklist is to be completed online using [this link](#) with a copy of the Climate Resiliency Report included in the filing.
- In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050 the IGBC requests the project team to prepare a project specific **Carbon Neutral Building Assessment**. The CNBA should model a range of low-carbon building design packages that leverage enhanced building envelope and smaller optimized building systems. It should include at least one all electric clean heating and cooling package. The assessment should assess maximized solar energy systems and determine any amount of off-site renewable energy required for zero carbon performance. In the assessment, we recommend that you target the following values:
 - **Enhanced Building Envelope:**
 - Air infiltration – ACH below 0.6;
 - Opaque curtain wall insulation – below U-0.05;
 - Vision curtain wall performance – below U-0.20;
 - Window performance - below U-0.20;
 - Window to wall ratio, tuned glazing with Solar Heat Gain Coefficient below SGHC 0.30);
 - Insulation levels for roof – R-50 c.i., wall – R-36 with c.i., and slab – R-12 c.i..
 - **Optimized Building Systems:**
 - Small, highly efficient and alternative clean all-electric heating & cooling systems;
 - Dedicated fresh air with ERV (better 80% with MERV 8 filter) systems that fully consider the improved envelope performance and utilize advanced heat pump and hybrid heating technology;
 - Heat pump hot water equipment.
 - **Maximized Solar Energy Systems** – optimized roof program and equipment layout for solar renewable energy systems and installed systems.
 - **Renewable Energy Procurement:**
 - Offsite renewable energy assets;
 - RECs (Massachusetts Class I) and equivalent credits;
 - Carbon offsets.

Please include the following UA and Carbon Emission Intensity (CEI) building performance calculations for the proposed design of your buildings as described below.

UA and CEI Calculations

- Whole Building UA value – this is the average area weighted U value for all building exterior areas
- Vertical Wall UA value – this is the average area weighted U value for only the vertical exterior areas which excludes roof, floor, and subgrade wall areas.

Example: Whole Building UA = 0.13, and Vertical Wall UA = 0.17

Carbon Emission Intensity – measured in kilograms of carbon dioxide equivalent per conditioned square feet of building area per year. The CEI calculations should be building specific and breakout primary uses, energy types (natural gas, grid electricity), and onsite renewable energy system(s) subtotals as well as the net CEI calculation.

Example:

Building One (Residential 100k sf, Retail 3k sf)

- *Residential Elec = 1.98 kg CO₂e/sf/yr*
- *Residential Gas = 0.0 kg CO₂e/sf/yr*
- *Retail Elec = 3.20 kg CO₂e/sf/yr*
- *Retail Gas = 0.65 kg CO₂e/sf/yr*
- *Building CEI = 2.03 kg CO₂e/sf/yr*

Note – so we better understand the building performance in the initial life cycle of the building mechanical systems, and whether the building will meet the future performance standards, please provide CEI's for both current (2021) and future (2035) Grid Electricity emissions based on the following energy Emission Factors:

- Natural Gas: 117 lbs / Mbtu = 53.11 kg CO₂e / Mbtu = 5.31 kg CO₂e / therm
- 2021 Grid Electricity: 611 lbs CO₂e / MWh = 277.8 kg CO₂e / MWh = 81.2 kg CO₂e / MBtu
- 2035 Grid Electricity: 392 lbs CO₂e / MWh = 177.8 kg CO₂e / MWh = 52.1 kg CO₂e / MBtu

If the project requires the removal of an existing on-site building include.

The project requires the removal of an existing on-site building. Consistent with the City's Zero Waste Plan, we suggest consideration of deconstruction rather than standard demolition. Deconstruction can be done in several ways and at various proportions. We ask that the project consult with Susan Cascino, Recycling Policy Director for the Environment, Energy & Open Space Cabinet, about potential deconstruction options. She can be reached at susan.cascino@boston.gov or by calling 617-635-3850.

Please include the information mentioned above in your future filings. Please let me know if you have any questions or if I can be of any assistance.

Sincerely,

Katie Pedersen

On behalf of the Interagency Green Building Committee

Cc: Michael Sinatra, BPDA
IGBC

MEMORANDUM**December 14, 2023**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY ("BPDA")
AND JAMES ARTHUR JEMISON II, DIRECTOR

FROM: CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
SARAH BLACK, SENIOR PROJECT MANAGER
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER

SUBJECT: THE INDEPENDENCE AT THE CHARLESTOWN NAVY YARD,
CHARLESTOWN

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 Scoping Determination waiving further review pursuant to Section 80B-5.3(d) of the Boston Zoning Code (the "Code") in connection with the Project Notification Form submitted to the BPDA on September 29, 2023 (the "PNF"), by the Planning Office for Urban Affairs, Inc. / Saint Francis House, Inc. (collectively, the "Proponent") for the Independence at the Charlestown Navy Yard Project (the "Proposed Project", defined below) in the Charlestown neighborhood of Boston; (2) issue a Certificate of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 Large Project review process; (3) enter into a Cooperation Agreement in connection with the Proposed Project, enter into a Ground Lease amendment or new Ground lease if required, and take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project is located at 150 Third Avenue in the Charlestown Navy Yard, also known as Building 150 located on a portion of Parcel NY-1 in the Charlestown Urban Renewal Area, Project No. Mass. R-55, as amended (the "Project Site"). The Project Site consists of a six-story building known as Building 150 on an

approximately 14,762 square foot site. Building 150 has previously operated as the Constitution Inn and co-housed the Dennis McLaughlin House. The Dennis McLaughlin House segment of the building provided tailored supportive services to residents. Until 2020, the 147-room Constitution Inn operated as an inn that included 135 rooms for travelers and twelve rooms for the Dennis McLaughlin House. In addition to the Dennis McLaughlin House and the Constitution Inn, Building 150 houses the Charlestown branch of the YMCA of Greater Boston (YMCA), which includes a swimming pool and physical fitness and wellness facility on the ground and basement levels.

DEVELOPMENT TEAM

Proponent/Developer: Planning Office for Urban Affairs, Inc.
84 State Street, Suite 600
Boston, MA 02109
William Grogan, President
Amarillys Rodriguez, Senior Project Manager

St. Francis House, Inc.
39 Boylston Street
Boston, MA 02116
Karen LaFrazia, President and CEO

Architect: The Architectural Team (TAT)
50 Commandants Way
Chelsea, MA 02150
Phil Renzi, Associate

Legal Counsel: Goulston and Storrs
400 Atlantic Avenue
Boston, MA 02110
Matthew Kiefer
Connor O'Dwyer

Permitting Consultant: Epsilon Associates, Inc.
3 Mill & Main Place, Suite 250
Maynard, MA 01754
Cindy Schlessinger
Alex Brooks

Mechanical Engineer:	RW Sullivan Engineering 529 Main Street, Suite 203 Boston, MA 02129 Shane P. Wise, Principal Dennis Lockhead Michael S. O'Rourke
Transportation Consultant:	Howard Stein Hudson 11 Beacon Street, Suite 1010 Boston, MA 02108 Michael White Mollie Griminger
Security Consultant:	Kroll Associates 225 Franklin Street Boston, MA 02110 Dan Linskey
Sustainable Design Consultant:	CLEAResult 33 Federal St Boston, MA 02110 Ann John, LEED AP, WELL AP Jeremy Dagold
Civil Engineer:	Samiotes Consultants, Inc. 20 A Street Framingham, MA 01701 Stephen Garvin PE, LEED AP, President/Principal Jeffrey Pilat

DESCRIPTION AND PROGRAM

The Project contemplates moderate renovations to an approximately 78,000 sf portion of Building 150 that comprises the former Constitution Inn. The 147 existing hotel-style, one-bedroom units will be converted into 100 rental units consisting of approximately 64 studios, approximately 14 one-bedrooms, and approximately 22 two-bedroom units. Consistent with the existing condition, no vehicle parking will

be provided on site. One hundred and six (106) secure bike parking spaces will be provided within the building for resident and YMCA employee use in addition to 24 exterior, visitor parking spaces. The remaining approximately 18,000 sf of the building's interior space will be leased back to the YMCA which will renovate it for the continued operation of a fitness and wellness facility including the existing swimming pool.

The Proponents propose to renovate the existing building for use as a 100% permanent affordable housing community, with 100 affordable rental units. Fifty-two (52) of the total 100 units will be leased to households earning not more than 80% of Area Median Income (AMI), and 48 of the 100 units will be dedicated to the Permanent Supportive Housing (PSH) model and are designated as PSH units in the proposed building plans. The PSH units will be leased under written leases to households earning no more than 30% AMI and will include on-site services for vulnerable populations that support stable tenancies. The PSH model combines providing deeply affordable, permanent, leased housing for individuals experiencing homelessness with tailored individualized services to assist people with disabilities to live successfully in the community long term.

The table below summarizes the Proposed Project's key statistics.

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	Approximately 110,334
Gross Floor Area	Approximately 95,240
<i>Residential</i>	Approximately 69,601
<i>Office</i>	Approximately 7,927 (property management and support staff)
<i>Retail</i>	N/A
<i>Lab</i>	N/A
<i>Medical Clinical</i>	N/A
<i>Education</i>	N/A
<i>Hotel</i>	N/A
<i>Industrial</i>	N/A
<i>Recreational</i>	Approximately 17,712 (YMCA)
<i>Cultural</i>	N/A

<i>Parking</i>	N/A
<i>Mechanical/Service/Storage</i>	Approximately 8,562
Development Cost Estimate	
Residential Units	
<i>Rental Units</i>	100
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	52 Affordable Units / 48 PSH Units
Parking spaces	0

ARTICLE 80 REVIEW PROCESS

On September 6, 2023, the Proponent filed a Letter of Intent (LOI) in accordance with the BPDA's policy regarding Provision of Mitigation by Development Projects in Boston. On September 29, 2023, the Proponent filed a Project Notification Form ("PNF"), which commenced a comment period that ran through October 30, 2023. The BPDA hosted a virtual Public Meeting on October 19, 2023. All meetings were advertised in the relevant neighborhood newspaper, posted on the BPDA website, and a notification was emailed to all subscribers of the BPDA's Charlestown neighborhood update list.

PLANNING AND ZONING CONTEXT

According to Map 2B/2C of the City of Boston Zoning Code (the Code), the Project Site is located within the Historic Monument Special Study Area (the Historic Monument Area) of the Charlestown Navy Yard Subdistrict (the CNY Subdistrict) in the Charlestown Waterfront Harborpark District (the Charlestown Harborpark District) and is governed by Article 42F of the Code. The Project Site is also located within a so-called "U" Subdistrict (for a portion of the Charlestown Navy Yard including the Historic Monument Area) and is subject to the Charlestown Urban Renewal Plan, Project No. Mass. R-55, adopted in February 25, 1965, as amended (the "Charlestown Urban Renewal Plan"). As a result, under Section 3-1A.(b) and Section 42F of the Code, the use, design, and dimensional requirements that apply to the Project Site are those set forth in the Ground Lease described below.

The BPDA ground-leased the Project Site to the YMCA pursuant to that certain Ground Lease dated as of August 26, 1991 (as amended or modified from time to

time, the Ground Lease). The dimensions of the existing building on the Project Site will not change as a result of the Project; the primary use of the Project Site will, however, change from a hotel and fitness center to multifamily dwelling use with accessory resident services and a continuation of the YMCA's existing fitness center use in a smaller footprint. The Proposed Project, including these proposed uses, is consistent with the provisions of the Charlestown Urban Renewal Plan for the Project Site and achieves the goals of the Charlestown Urban Renewal Plan. The Proponent and the BPDA anticipate amending the Ground Lease or entering into a new ground-lease, to reflect the Proposed Project changes in the appropriate agreement governing the Proposed Project's zoning compliance.

In their review of the Proposed Project, staff were guided by the zoning regulations noted above as well as the Charlestown Naval Shipyard Comprehensive Update For Historic Monument Area (2000) planning document.

The design and massing are consistent with planning goals for this area. The structure, completed in 1992, was specifically designed to meet the Charlestown Navy Yard Historic Monument Area Design Guidelines. The proposed residential use is consistent citywide planning goals found Housing Boston: 2030 and Imagine Boston: 2030. Provision of income-restricted housing and retention of the existing gym use fulfill goals for housing production and community serving ground floor uses.

MITIGATION & COMMUNITY BENEFITS

By redeveloping an underutilized building and creating a diverse range of new affordable residential units and residential amenities, the Project will provide many public benefits for the City of Boston, both during construction and on an ongoing basis upon its completion. As described below, these benefits include helping alleviate the housing crisis, supporting community members and local affordability, equity, and carbon reduction policy objectives, as well as contributing to the local economy.

Community Diversity and Access to Opportunities

Affordable housing is more powerful as a foundation for positive individual and collective outcomes when it is located in areas of opportunity, allowing residents to manifest their potential by accessing local resources and building a reciprocal relationship with their community that strengthens those resources. The Project

will create new affordable housing opportunities in an area served by a variety of civic, educational, medical, employment, shopping, and recreational resources including Bunker Hill Community College, a community adult education center, various restaurants and businesses, and several parks and open spaces. Furthermore, the Project is close to existing rapid transit, transportation, and bus routes for residents, allowing for easy access to various amenities in the Charlestown Navy Yard, the greater Charlestown neighborhood, and other parts of Boston. This transit access increases job opportunities and access to services for prospective residents. Given that the census tract has a median income at 112% of the area median income and growing in recent years, the Project responds to the growing need for affordable housing in the neighborhood, including potentially for current Charlestown residents that wish to stay in the community. Moreover, with the range of incomes and backgrounds the completed Project will serve, this redevelopment plan will strengthen and build to the socioeconomic diversity of the neighborhood and increase the client or customer base for the resources in the area, while setting residents up for success. Finally, the Proponents will collaborate with community partners and community-based organizations to program the community room and computer space in the Project with programs and services available for the general public.

Efficient Resource Use

The Commonwealth of Massachusetts and the City of Boston have identified hotel conversions as desirable projects because they can lend themselves to creating more permanent housing more easily than other adaptive projects architecturally, financially, and in terms of zoning. The Project reflects these advantages, and the reuse and renovation of an existing vacant building also avoids displacement and facilitates housing people more quickly.

Job Creation

The Project is expected to provide approximately 200 construction trade jobs, 125,000 hours of work and at least 20 permanent jobs.

Improved Energy Efficiency

The Project will include upgrades to existing mechanical systems including the replacement of the existing natural gas chiller and modular boilers. Technology advancement in the years since these systems were installed, as well as thoughtful

equipment selection by the Proponents' design team will allow the building to be heated and cooled more efficiently, reducing energy usage, and associated fossil fuel emissions.

Public Safety

The Project will occupy and rehabilitate a building that is currently mostly vacant, increasing safety in and around the building and ensuring long-term maintenance of the newly renovated building.

Enhancement of YMCA Operations

In June of 2022 the YMCA of Greater Boston conducted a needs assessment with a third-party consultant to collect data from the Charlestown community and YMCA members to help guide them in decision making of program offerings and locations. They learned that residents value the YMCA and its programs, especially the existing swimming pool which is the only operational pool in Charlestown. The sale of the facility will allow the YMCA to stay on-site and make a multi-million-dollar investment in the facility and programming. When the Project is complete the YMCA will have a 15-year lease to remain on site and their objective is to expand YMCA programs and services such as adding childcare and enhancing health and wellness offerings. The gymnasium will be converted into a fitness center to serve 2,000 members while they explore options with local partners and developers to identify additional complementary program space.

The YMCA of Greater Boston has been a proud community partner in Charlestown for over a century and is committed to serving the community in meaningful ways for many years to come.

Commitment to Diversity, Equity, and Inclusion

The Proponents bring a strong history of diverse development team assembly and diverse supplier contracting, as well as a demonstrated commitment to full participation by Minority-Owned Business Enterprises (MBE), Women-Owned Business Enterprises (WBE), and other diverse businesses in all areas of development and operations, including contracts for construction, design, goods, and services. On previous projects, POUA and St. Francis House have successfully tracked performance with respect to M/WBE participation. POUA and St. Francis already utilized this approach on their Union at 48 Boylston Street development in

Boston. The Proponents will incorporate M/WBE reporting forms with each requisition during development to gauge progress on hiring and achieving targets for contract amounts and hours worked. Likewise, the Proponents track M/WBE performance in soft costs with a focus on equitable subcontracting conducted by the management agent. On all its development projects, POUA has developed its own diversity and outreach plan that sets forth the specific actions and outreach that will achieve these objectives. The goal for the Project is to award substantial contracts to M/WBE businesses through this approach.

SUSTAINABILITY & RESILIENCY

The Project will achieve compliance with the City of Boston's current Article 37 Green Buildings Zoning Code policy and standards at time of approval.

- Consistent with these goals, the Project will be designed and constructed to be LEED Gold certifiable under the LEED BD+C v4: Multifamily Mid-Rise rating system. The preliminary LEED checklist shows a total of 62.5 points, reaching Gold certifiability.
- The proponents will improve the building envelope to reduce energy loads further. The team will assess different pathways of deep energy retrofit solutions, reduce air infiltration and increase effective insulation of the envelope as recommended per low carbon building practices.
- The project team will ensure any new equipment added on site will be highly efficient and Energy star rated. In alignment with the city's carbon neutral policy for BPDA assets, the next filing will include assessment of potential and challenges of partial/ full electrification of the building systems.
- The proponent will procure 100% renewable electricity for the project through 'BCCE Green 100' for all common area loads and set up new residential unit meters subscribing to BCCE's Green 100 Option. This would require informing new residents of the benefits of using renewable electricity, their subscription to the BCCE program, and residents' ability to opt out of the BCCE program at any time at no cost.

The Project is located in the Coastal Flood Resilience Overlay District and will be utilizing a combination of wet and dry floodproofing strategies to provide resilience against future Sea Level Rise. The proposed resilience strategy is contingent upon the Project's ability to relocate the existing four street trees along Third Avenue in order to maintain a clear accessible pedestrian route in the public right-of-way during a storm event. The Proponents will consult with the BPDA's Resilience

Review team during the further design of the project's construction documents to verify the project's resilience approach.

SMART UTILITIES

The BPDA adopted the Smart Utility Policy for Article 80 Development Review – 2018 (last updated in 2020). The Project team has evaluated the applicability and ability to integrate Smart Utility Standards into the new building. A Smart Utilities Checklist for the Project is provided in the PNF. As indicated in the PNF, existing systems and services will remain intact and no new infrastructure is anticipated. Should any updates or revisions occur to the building's systems, related infrastructure or sidewalk reconstruction, the Proponent agrees to complete a Smart Utilities review prior to construction. If applicable, the following items include:

- Review of horizontal infrastructure and landscape features to ensure proper distances have been maintained from tree-pits and relevant green infrastructure.
- The project's Smart Street Light integration. The project team shall include city shadow conduit in accordance with sidewalk reconstruction and PIC review. This includes review of broadband, fiber optic cabling, and shadow conduit in order to preserve broadband equity and other dependent smart technologies.
- A plan to address relevant conflicts reported through COBUCS if/as relevant. The project team and the contractor will continue to work with BTD and Smart Utilities as needed.
- Coordination of the landscape design to ensure the utilization of low impact design strategies for stormwater retention.

Location of transformers and critical infrastructure so as to ensure coordination with Eversource and "right sized" infrastructure.

TRANSPORTATION

The conversion of the Constitution Inn to a residential building is expected to result in a reduction of trips during the peak hours. This reduction is expected during both peak hours and for all modes of travel.

Pedestrian access will continue to be provided in multiple locations around the Project Site, including along Third Avenue and Ninth Street. The Project will not include the addition of any off-street parking. The Project will provide a dedicated shuttle for residents to facilitate transportation to appointments and other predetermined locations on a regular basis.

The existing sidewalks on Third Avenue and Ninth Street do not meet Boston's Complete Street Standards. As the project advances, the Proponent will work with the BPDA, BTD, and Parks Department to design and implement a pedestrian pathway of at least 5-feet absent vertical elements, including during storm events when deployable flood barriers may be deployed.

BTD has established guidelines requiring projects subject to a Transportation Access Plan Agreement to provide secure bicycle parking for employees and residents, as well as short-term bicycle racks for visitors. Consistent with these guidelines, the Proponents will provide secure bicycle spaces for the Project at a rate of one space per residential unit and one space per 3,000 square feet of YMCA space (106 total secure spaces). In addition, the project will provide 24 exterior, visitor bike parking spaces.

BTD released a TDM Point System Tool in September 2021, for all large, new projects, that aims to reduce vehicle trips. In accordance with this new point system, the Proponents have chosen TDM strategies that collectively meet the point level target for the Project Site. The selected strategies will be specified and codified in the Transportation Access Plan Agreement ("TAPA").

The Proponents are committed to working with the City of Boston so that the Project efficiently serves vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. The Proponents will be responsible for preparation of the Transportation Access Plan Agreement (TAPA), a formal binding legal agreement between the Proponents and the BTD, which details the Project's transportation mitigation commitments. The TAPA formalizes the findings of the transportation study, mitigation commitments, elements of access and physical design, travel demand management measures, and any other responsibilities that are agreed to by both the Proponents and the BTD.

Further mitigation measures will be discussed with BTD as the Project moves through the permitting process. All mitigation measures will be detailed in the TAPA which is a legal binding document.

AFFIRMATIVELY FURTHERING FAIR HOUSING

The Proposed Project is required to comply with the BPDA's policies under Affirmatively Furthering Fair Housing ("AFFH"), and has committed to the following AFFH interventions:

Article 80 Interventions:

- Provide more income-restricted units than required by the IDP
- Provide all income-restricted units On-Site
- Deepen affordability by offering units at a range of affordability levels from 30% through 80% AMI
- Provide a greater percentage of accessible Group-2 (10% of total units) and sensory units (3% of total units) within the Project, for a total of 13% of units within the Proposed Project

Marketing and Access Interventions

For all 100 units within the Proposed Project, the Proponent has committed to the following marketing and access interventions:

- Agree to follow best practices related to the use of CORI, eviction, and credit records in the tenant screening and selection process. The owner and agent will follow the Boston Fair Chance Tenant Selection Policy, and all information obtained during the application process will be used in a fair and limited way.
- Agree to follow progressive practices related to the use of CORI, eviction, and credit records in the tenant screening and selection process, and in marketing of units, for example following Fair Chance Housing guidelines, and/or waiving eviction and credit checks for affordable units and/or housing voucher-holders.
 - Landlord History will be used in a limited way and mitigating circumstances will be considered in all instances. For example, rent payment history will not be considered at all for applicants who have vouchers.
 - Criminal history reports will be reviewed under the terms of the Fair Chance Tenant Selection Policy, will be considered with mitigating circumstances, and any adverse determination will have the availability for an appeals process.

HOUSING PROGRAM AND INCLUSIONARY DEVELOPMENT POLICY

Projects financed as one entity and where at least forty (40) percent of the units are income restricted are exempt from the Inclusionary Development Policy (the “IDP”), dated December 10, 2015. The Proposed Project is financed as one entity and contains one-hundred (100) income restricted rental units, for 100 percent of the total units, surpassing 40 percent of the total units. As such, the Proposed Project is exempt from the IDP. Affordability of the Units will be monitored by the applicable funding agencies for the Proposed Project.

The proposed AMIs are anticipated as follow:

Percentage of AMI	Number of Units
30% AMI (designated as PSH)	48
30% AMI (not designated as PSH)	6
50% AMI	17
60% AMI	17
80% AMI	12

The locations of the units, their design, amenities, sizes, and AMIs will be finalized in conjunction with Mayor’s Office of Housing (“MOH”) staff to ensure compliance with all MOH design standards, the MOH Comparable Housing Policy, and any or all applicable requirements under the Affirmative Fair Housing Marketing Program. Of the one-hundred (100) rental units anticipated to be income restricted within the Proposed Project, sixty-four (64) units will be studio units, fourteen (14) units will be one-bedroom units, and the remaining twenty-two (22) units will be two-bedroom units.

RECOMMENDATION

BPDA staff believes that the PNF meets the criteria for issuance of a Scoping Determination waiving further review. It is therefore recommended that the BPDA approve the Proposed Project and authorize the Director to: (1) issue a Scoping Determination waiving further review of the PNF for the Proposed Project pursuant to Article 80, Section 80B-5.3(d) of the Code; (2) issue a Certification of Compliance

under Section 80B-6 upon successful completion of the Article 80 Large Project review process; (3) enter into a Cooperation Agreement, which incorporates, among other things, the Boston Residents Construction Employment Plan ordinance, enter into a Ground Lease amendment or new Ground lease if required, and any and all other agreements and documents upon terms and conditions deemed to be in the best interest of the BPDA

An appropriate vote follows:

VOTED: That the Director be, and hereby is, authorized to issue a Scoping Determination pursuant to Section 80B-5.3(d) of the Code which finds that the PNF: (i) adequately describes the potential impacts arising from the proposed 150 Third Avenue, Charlestown Project (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and (ii) waives further review of the Proposed Project pursuant to subsections 4 and 5 of Section 80B-5 of the Code, subject to continuing design review by the BPDA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance pursuant to Section 80B-6 of the Code in connection with the Proposed Project upon successful completion of the Article 80 Large Project review process; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and deliver a Cooperation Agreement, which incorporates, among other things, the Boston Residents Construction Employment Plan ordinance, enter into a Ground Lease amendment or new Ground lease if required, and any and all other agreements and documents, and to take any and all other actions that the Director deems appropriate and necessary in connection with the Proposed Project.

Constitution Inn (150 Third Avenue)



1:500



Constitution Inn (150 Third Avenue)



1:500





TO: Sarah Black, Project Manager
FROM: Travis Anderson, Senior Infrastructure & Energy Planner
Becca Miller, Smart Utilities Program - Associate
DATE: October 30th, 2023
SUBJECT: **Constitution Inn – Smart Utilities Comments – PNF**

The Boston Smart Utilities (BSU) team has reviewed the USP (Utility Site Plan) dated September 29, 2023, and all documents provided in conjunction with this project for compliance with the Boston Smart Utilities Program.

- Please confirm whether any of the utility services will be updated or if they will be utilized in their existing conditions
- In the case that utility services will be updated, please submit an updated Utility Site Plan
- Thank you for meeting 1.25 inches of stormwater retention - Please update the Smart Utilities Checklist to reflect this
- Please continue to incorporate green infrastructure into the landscape design and explore options to add green infrastructure into the Right of Way (i.e. curb extensions)

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Travis Anderson via travis.anderson@boston.gov or smartutilities@boston.gov.

Richard E. McGuinness, Deputy Director for Climate Change and Environmental Planning, BPDA



To: Sarah Black, BPDA
From: Yang Yang, PWD
Date: 10/16, 2023
Subject: Constitution Inn- Boston Public Works Department Comments

Included here are Boston Public Works Department comments for Constitution Inn PNF.

Project Specific Scope Considerations:

The developer should coordinate with BTM and PWD to develop safety and accessibility improvements for pedestrians. The developer should verify the compliance of the existing pedestrian ramps as needed, specifically those at Third Ave and 9th Street, at Third Ave and 7th Street, at First Ave and 9th Street, at First Street and 7th Street intersections. The developer should provide perpendicular pedestrian ramps at these intersections. The developer should also coordinate with the Parks Department regarding the street tree plantings.

Site Plan:

The 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 Right-of- Way (ROW):

All proposed design and construction within the Public ROW shall conform to PWD Design Standards (<https://www.boston.gov/departments/public-works/public-works-design-standards>). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC. Please note that the comments below are specific to proposed work within the Public ROW.

Sidewalks:

The 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 ROW within and beyond the project limits. The reconstruction effort also must meet current Americans 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 abutting the project site if not already constructed to ADA/AAB compliance per Code of Massachusetts Regulations Title 521, Section 21 (<https://www.mass.gov/regulations/521-CMR-21-curb-cuts>). This includes converting apex ramps to perpendicular ramps at intersection corners and constructing or reconstructing reciprocal pedestrian ramps where applicable. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the PWD Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

Please note that at signalized intersections, any alteration to pedestrian ramps may also require upgrading the traffic signal equipment to ensure that the signal post and pedestrian push button locations meet current ADA and Manual on Uniform Traffic Control Devices (MUTCD) requirements. Any changes to the traffic signal system must be coordinated and approved by BTM.

All proposed sidewalk widths and cross-slopes must comply to both City of Boston and ADA/AAB standards.



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The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. All existing curb cuts that will no longer be utilized shall be closed.

Discontinuances:

Any discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any easements within the Public ROW associated with this project must be processed through the PIC.

Landscaping:

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. The landscaping program must accompany a LM&I with the PIC.

Street Lighting:

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer. All proposed lighting within the Public ROW must be compatible 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 additional street lighting upgrades that are to 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. For all sections of sidewalk that are to be reconstructed in the Public ROW that contain or are proposed to contain a City-owned street light system with underground conduit, the developer shall be responsible for installing shadow conduit adjacent to the street lighting system. Installation of shadow conduit and limits should be coordinated through the BPDA Smart Utilities team.

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.

Additional 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 ROW. 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, the Green Infrastructure Division, and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC. Effects of water infiltration with respect to the adjacent underpass structure and underground MBTA tunnels that may be negatively impacted by infiltration may impact the ability to install such systems and should be considered. Coordination with PWD and MBTA will be required.

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Michelle Wu, Mayor

Resiliency:

Proposed designs should follow the Boston Public Works Climate Resilient Design Guidelines (<https://www.boston.gov/environment-and-energy/climate-resilient-design-guidelines>) where applicable.

Please note that these are the general standard and somewhat specific PWD requirements. 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 jeffrey.alexis@boston.gov or at 617-635-4966.

Sincerely,

Jeffrey Alexis

Principal Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Todd Liming, PIC



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**Boston Water and
Sewer Commission**



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

October 3, 2023

Ms. Sarah Black
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: Constitution Inn, Charlestown
Project Notification Form

Dear Ms. Black:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed Constitution Inn project located at 150 Third Avenue in the Charlestown neighborhood of Boston.

The proposed project is located on an approximately 14,762 square foot (sf) BPDA owned site currently occupied by a six-story building known as Building 150. Building 150 is currently ground leased to the YMCA. The proponent, Planning Office for Urban Affairs and St. Francis House (POUA/SFH), intends to acquire the YMCA's ground leasehold and renovate an approximately 78,000 sf portion of Building 150 that comprises the former Constitution Inn. The 147 existing hotel style, one-bedroom units will be converted into approximately 64 studios, approximately 14 one-bedrooms and approximately 22 two-bedroom units. The remaining approximately 18,000 sf of the interior space will be leased back to the YMCA which will renovate it for continued operation of a fitness and wellness facility. The project site is bounded by Third Avenue to the north, Ninth Street to the east, a pedestrian walkway to the south and a commercial building to the west. There is no vehicle parking associated with the project.

According to the PNF, the project's proposed water demand is approximately 11,000 gallons per day (gpd). The Commission owns and maintains an 8-inch Northern Low DICL water main installed in 1985 in Third Avenue, a 12-inch Northern Low DICL water main installed in 1985 in Ninth Street and an 8-inch Northern Low DICL water main installed in 1985 in Second Avenue.

According to the PNF, the proposed sewage generation is 11,010 gpd, a decrease of 5,170 gpd under existing conditions. For sewage and storm drainage service, the site is served by a 12-inch sanitary sewer and a 12-inch storm drain in Third Avenue, a 10-inch sanitary sewer and a 24-inch storm drain in Ninth Street and a 30-inch storm drain in Second Avenue.



The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development, POUA/SFH should meet with the Commission's Design and Engineering Customer Services 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 POUA/SFH'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 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/>
4. The water use and sewage generation estimates do not appear to be correct. The Commission requires that these values be recalculated and submitted with the Site Plan. POUA/SFH 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. POUA/SFH should also provide the methodology used to estimate water demand for the proposed project.
5. For any proposed masonry repair and cleaning POUA/SFH will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit POUA/SFH will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for



review before masonry repair and cleaning commences. POUA/SFH is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.

6. It is POUA/SFH'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, POUA/SFH 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. POUA/SFH must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. POUA/SFH should also provide the methodology used to estimate water demand for the proposed project.
2. POUA/SFH should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, POUA/SFH should consider outdoor landscaping which requires minimal use of water to maintain. If POUA/SFH 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.
3. POUA/SFH 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. POUA/SFH should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. POUA/SFH will be required to install approved backflow prevention devices on the water services for fire protection, vehicle wash, mechanical and any irrigation systems. POUA/SFH is advised to consult with Mr. Larry Healy, Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. 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, POUA/SFH should contact the Commission's Meter Department.



Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application POUA/SFH 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 POUA/SFH to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. POUA/SFH 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. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
4. 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, POUA/SFH will be required to meet MassDEP Stormwater Management Standards.
5. 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.



6. The Commission requests that POUA/SFH 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. POUA/SFH should contact the Commission's Operations Division for information regarding the purchase of the castings.
7. 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. POUA/SFH is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: William Grogan, POAH
K. Ronan, MWRA
P. Larocque, BWSC