

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: January 28, 2026

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the February 03, 2026 Board of Appeals Hearing.

Also included are two Article 80 Projects

295 to 297 Franklin ST Boston 02110
22 Pratt ST Allston 02134

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



Case	BOA1807132
ZBA Submitted Date	2025-12-18
ZBA Hearing Date	2026-02-03
Address	137 Cottage ST East Boston 02128
Parcel ID	0104075000
Zoning District & Subdistrict	East Boston Neighborhood EBR-4
Zoning Article	53
Project Description	This project will add a fourth story/unit and roof deck to an existing three-story/unit rowhouse.
Relief Type	Variance, Conditional Use
Violations	GCOD Applicability Roof Structure Restrictions Parking or Loading Insufficient Lot Area Insufficient Permeable Area of Lot Insufficient Rear Yard Insufficient

Planning Context:

137 Cottage Street is a three-story/unit rowhouse located in East Boston. Directly across Cottage Street is Donald McKay K-8 school. The subject property is part of a larger block of brick, residential units of similar design and height, with matching detail and parapets. The project proposes to add a fourth residential unit on a fourth story with a private roof deck as well as rear balconies for each unit.

The site is located within the East Boston Neighborhood Design Overlay District (NDOD), East Boston Restricted Roof District, Coastal Flood Resilience Overlay District (CFROD), and the Groundwater Conservation Overlay District (GCOD).

Zoning Analysis:

The subject property was cited for Article 32 of the zoning code and violations of Article 53, Sections 5, 25, and 28.

Art. 32, Sec. 4: While an amendment to this section of the code was approved by the Zoning Commission in October 2025, removing the applicable requirement, this project was filed in June 2025, before said amendment, and is therefore subject to the previous regulations.

Projects that constitute a Substantial Rehabilitation require a conditional use permit within the



Groundwater Conservation Overlay District (GCOD). To grant a conditional use permit, a project must meet two requirements: 1) "promote infiltration of rainwater into the ground by capturing within a suitably-designed system a volume of rainfall on the lot equivalent to no less than 1.0 inches across that...lot area occupied by the structure to be Substantially Rehabilitated" and 2) "result in no negative impact on groundwater levels within the lot." The proposed project's designed system must be submitted to the Groundwater Trust and Boston Water & Sewer Commission for review, comment, and approval.

Art. 53, Sec. 5: The project was cited for violation of maximum building lot coverage, permeable area, and rear yard dimensional requirements. With the proposed site changes, the building lot coverage is being slightly expanded and the rear yard slightly reduced by the addition of covered, rear deck/balconies, in addition to the proposed vertical improvements. A proposed rear, exterior staircase further protrudes into the minimum required rear yard. While they are being worsened by this request, these violations are existing non-conformities and are characteristic of the block and surrounding development. Furthermore, the site is cited for violation of the minimum permeable area, an existing site condition. The proposed project will remove existing site paving and replace it with landscaped area. Therefore, the proposed increase in lot coverage and rear yard encroachment is balanced by the intended addition of open space (private balconies) and the conversion of existing paved area to landscaped area to improve an existing building and site, and a variance should be granted

Art. 53, Sec. 25: "No roofed structure designed or used for human occupancy... shall be erected...on the roof of an existing residential building" without approval of a conditional use, considering "whether such roof structure has the potential of damaging the uniformity of height or architectural character of the immediate vicinity." Furthermore, roof deck balustrades shall be "set back horizontally at least five (5) feet from all roof edges." Given that the vertical addition will not violate height restrictions, the roofed structure should be permitted with design review to consider visibility of the addition from the public right of way and consistency with the architectural character of the block. The addition shall be set back from Cottage Street and/or reduced in height.

Art. 53, Sec. 28: Two parking spaces are required for the proposed addition of one unit; however, the plans propose no parking for the site. As it exists today, there is no on-site parking and insufficient space on site to add parking without demolishing a part of the existing building or obtaining access across the undeveloped lot to the rear of the subject site. This is consistent



with the neighborhood. In particular, no lots within the subject block provide on-site parking. This is appropriate as the site is a two-minute walk to Maverick Street at Cottage Street bus stop and an eight-minute walk (or two-minute bus ride) to Maverick Station with access to three additional bus routes and Blue Line subway service.

Plans reviewed are titled "Nick DiLibero 137 Cottage Street," prepared by 686 Architects, and dated April 2025.

Recommendation:

In reference to BOA1807132, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review with attention to roofed structure visibility from the public right-of-way and compatibility with adjacent structures within the East Boston Neighborhood Design District.

Reviewed,

Deputy Director of Zoning



Case	BOA1786074
ZBA Submitted Date	2025-10-06
ZBA Hearing Date	2026-02-03
Address	24 Williams AV Hyde Park 02136
Parcel ID	1810605000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Construct two-unit dwelling with two parking spaces on a new lot.
Relief Type	Variance, Forbidden Use
Violations	Parking design and maneuverability Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient FAR Excessive Usable Open Space Insufficient Height Excessive (ft) Front Yard Insufficient Rear Yard Insufficient Side Yard Insufficient Parking or Loading Insufficient NDOD Applicability Use: Forbidden (Two-Unit Dwelling)

Planning Context:

The proposed project intends to construct a new two-story, two-unit dwelling on a newly created lot. This case has been filed in conjunction with BOA1786086 and BOA1786077, which proposed the subdivision of an existing 19,030 SF lot into three lots and another new two-unit residential building on a newly created lot, respectively. This planning context is applicable to all three of these cases, and is repeated across each of these cases.

The proposed project is located in an area of Hyde Park with highly irregular lot shapes, and inconsistent lot sizes. The block area bounded by Williams Ave, Truman Parkway, Fairmount Ave, and Highland Street contains 37 discrete parcels, 34 of which are located within the same 1F-6000 zoning subdistrict. Among these parcels, 18 contain single-unit residential dwellings, eight contain two-unit residential dwellings, and eight contain three or more units. Of the 34 parcels in the 1F-6000 subdistrict, 15 are below the minimum required lot size of 6,000 SF, but



only one is listed as unbuildable in the Boston Tax Parcel Viewer. Topography plays an important role in the planning context, as parcels slope upward, at a relatively steep pace, away from Williams Avenue.

The project site currently contains one two-family, two-story residential building, at the center rear of the lot, with two accessory buildings, in a rear corner, a two-car garage and a shed. The proposed project creates two new parcels, both with street frontage, that extend approximately two-thirds of the way into the existing lot. This pattern of subdivision retains street frontage and a direct line of sight from the existing two-unit dwelling to Williams Avenue.

Zoning Analysis:

The proposed project, while not zoning compliant, is consistent with neighborhood context. As noted in the Planning Context, while this zoning subdistrict is zoned for one-family units, sixteen of the 34 surrounding parcels within the 1F-6000 subdistrict contain two or more units. The remaining violations can be classified into three categories for analysis: Parking, Open Space and Yard Requirements, and Dimensional Violations.

The Refusal Letter cites two parking-related violations: number of spaces and design and maneuverability. This project contains two new tandem parking spaces and one new curb cut. The dimensions of the proposed curb cut are not provided, but the design review process for this project should ensure that the curb cut measures no more than ten feet wide. The number of spaces provided is consistent with the design guideline to create more spaces than are removed by the creation of a new curb cut. The provision of one parking space per dwelling unit is consistent with the City's goals to reduce reliance on single occupancy vehicle travel, and appropriate for a project located less than one block from bus routes along Truman Parkway, and less than one-half mile from the Fairmount Avenue MBTA Commuter Rail Station.

The refusal letter cites four violations related to open space and yards, insufficient open space, front yard, side yard(s), and rear yard. In this zoning subdistrict, the required yard dimensions are twenty-five feet, ten feet, and forty feet, for front, side, and rear yards, respectively. The proposed project contains the respective dimensions of 5.5 feet for the front yard, five feet for the side yard, and a rear yard depth of 16 feet. The front yard dimension, while less than the required depth, is modal with the other properties on this block of Williams Avenue with street-facing structures on parcels wide enough to support this design. The side yard depth is also consistent with properties in the area, in which one side yard is larger than the other to support BOA1786074

2026-02-03

2 Planning Department



a driveway, and aligns with nonconformities with the current zoning, identified by the Planning Department's Neighborhood Housing Initiative. The required Usable Open Space is a per-dwelling unit measurement. This project provides 775 SF per dwelling unit. Given that there are two units proposed on the parcel, the requirement would be oversized (1,800 SF/unit) for the lots in this neighborhood.

The remaining dimensional violations stem from the height of the building, which is three feet above the maximum dimension, and mitigated by the intense topography noted in the Planning Context, and the proposed lot size, as addressed in the recommendation for BOA1786086 and copied here:

The proposed lot subdivision creates two zoning violations for insufficient lot width and insufficient lot frontage. The required lot width and frontage dimensions in this 1F-6000 zoning subdistrict are both sixty feet. The proposed project creates three parcels, each of which measures approximately one-third of the current 125-foot lot frontage, ~42-feet. While not zoning compliant, the proposed lot width and lot front are consistent with the surrounding context, in which lot frontages vary from 11-feet to 88-feet. The additional benefit of the proposed lot subdivision design is the retention of the direct line of sight and street frontage for the parcel containing the existing dwelling, particularly in an area in which seven of the 37 parcels noted in the planning context contain no street frontage.

Plans reviewed are titled "Williams Street Housing", prepared by HiARCHi Design Collective, and dated 12/13/2024.

Recommendation:

In reference to BOA1786074, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review due to project location within a Neighborhood Design Overlay District.

Reviewed,

Kathleen Onufra

Deputy Director of Zoning



Case	BOA1786086
ZBA Submitted Date	2025-10-06
ZBA Hearing Date	2026-02-03
Address	26 Williams AV Hyde Park 02136
Parcel ID	1810605000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Subdivide the existing 19,030 SF lot into three lots, measuring 3,178 SF, 10,719 SF, and 4,575 SF.
Relief Type	Variance
Violations	Lot Frontage Insufficient Lot Width Insufficient

Planning Context:

The proposed project intends to subdivide an existing 19,030 SF lot into three separate lots. This case has been filed in conjunction with BOA1786074 and BOA1786077, each of which propose a new two-unit residential building on each of the newly created lots. This planning context is applicable to all three of these cases, and is repeated across each of these cases. The proposed project is located in an area of Hyde Park with highly irregular lot shapes, and inconsistent lot sizes. The block area bounded by Williams Ave, Truman Parkway, Fairmount Ave, and Highland Street contains 37 discrete lots, 34 of which are located within the same 1F-6000 zoning subdistrict. Among these lots, 18 contain single-unit residential dwellings, eight contain two-unit residential dwellings, and eight contain three or more units. Of the 34 lots in the 1F-6000 subdistrict, 15 are below the minimum required lot size of 6,000 SF, but only one is listed as unbuildable in the Boston Tax Parcel Viewer. Topography plays an important role in the planning context, as lots slope upward, at a relatively steep pace, away from Williams Avenue.

The project site currently contains one two-family, two-story residential building, at the center rear of the lot, with two accessory buildings, in a rear corner, a two-car garage and a shed. The proposed project creates two new parcels, both with street frontage, that extend approximately two-thirds of the way into the existing lot. This pattern of subdivision retains street frontage and a direct line of sight from the existing two-unit dwelling to Williams Avenue.



Zoning Analysis:

The proposed lot subdivision creates two zoning violations for insufficient lot width and insufficient lot frontage. The required lot width and frontage dimensions in this 1F-6000 zoning subdistrict are both sixty feet. The proposed project creates three parcels, each of which measures approximately one-third of the current 125-foot lot frontage, ~42-feet. While not zoning compliant, the proposed lot width and lot front are consistent with the surrounding context, in which lot frontages vary from 11-feet to 88-feet. The additional benefit of the proposed lot subdivision design is the retention of the direct line of sight and street frontage for the parcel containing the existing dwelling, particularly in an area in which seven of the 37 parcels noted in the planning context contain no street frontage.

Plans reviewed are titled "Williams Street Housing", prepared by HiARCHi Design Collective, and dated 12/13/2024.

Recommendation:

In reference to BOA1786086, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1786077
ZBA Submitted Date	2025-10-06
ZBA Hearing Date	2026-02-03
Address	28 Williams AV Hyde Park 02136
Parcel ID	1810605000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Construct two-unit dwelling with two parking spaces on a new lot, with shared driveway access to adjacent lot.
Relief Type	Variance, Forbidden Use
Violations	Parking or Loading Insufficient Parking design and maneuverability FAR Excessive Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Usable Open Space Insufficient Height Excessive (ft) Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient NDOD Applicability Use: Forbidden (Two-Unit Dwelling)

Planning Context:

The proposed project intends to construct a new two-story, two-unit dwelling on a newly created lot. This case has been filed in conjunction with BOA1786086 and BOA1786074, which proposed the subdivision of an existing 19,030 SF lot into three lots and another new two-unit residential building on a newly created lot, respectively. This planning context is applicable to all three of these cases, and is repeated across each of these cases.

The proposed project is located in an area of Hyde Park with highly irregular lot shapes, and inconsistent lot sizes. The block area bounded by Williams Ave, Truman Parkway, Fairmount Ave, and Highland Street contains 37 discrete parcels, 34 of which are located within the same 1F-6000 zoning subdistrict. Among these parcels, 18 contain single-unit residential dwellings, eight contain two-unit residential dwellings, and eight contain three or more units. Of the 34 parcels in the 1F-6000 subdistrict, 15 are below the minimum required lot size of 6,000 SF, but



only one is listed as unbuildable in the Boston Tax Parcel Viewer. Topography plays an important role in the planning context, as parcels slope upward, at a relatively steep pace, away from Williams Avenue.

The project site currently contains one two-family, two-story residential building, at the center rear of the lot, with two accessory buildings, in a rear corner, a two-car garage and a shed. The proposed project creates two new parcels, both with street frontage, that extend approximately two-thirds of the way into the existing lot. This pattern of subdivision retains street frontage and a direct line of sight from the existing two-unit dwelling to Williams Avenue.

Zoning Analysis:

The proposed project, while not zoning compliant, is consistent with neighborhood context. As noted in the Planning Context, while this zoning subdistrict is zoned for one-family units, sixteen of the 34 surrounding parcels within the 1F-6000 subdistrict contain two or more units. The remaining violations can be classified into three categories for analysis: Parking, Open Space and Yard Requirements, and Dimensional Violations.

The Refusal Letter cites two parking-related violations: number of spaces and design and maneuverability. This project contains two new parking spaces and one new curb cut to replace an existing curb cut with shared access between the parking for this parcel and the parking for the existing two-unit residential building on the adjacent lot. The dimensions of the proposed curb cut are not provided, but the design review process for this project should ensure that the curb cut measures no more than ten feet wide. The number of spaces provided is consistent with the design guideline to create more spaces than are removed by the creation of a new curb cut. The provision of one parking space per dwelling unit is consistent with the City's goals to reduce reliance on single occupancy vehicle travel, and appropriate for a project located less than one block from bus routes along Truman Parkway, and less than one-half mile from the Fairmount Avenue MBTA Commuter Rail Station.

The refusal letter cites four violations related to open space and yards, insufficient open space, front yard, side yard(s), and rear yard. In this zoning subdistrict, the required yard dimensions are twenty-five feet, ten feet, and forty feet, for front, side, and rear yards, respectively. The proposed project contains the respective dimensions of 7.5 feet for the front yard, five feet for the side yard, and a rear yard depth of 34 feet. The front yard dimension, while less than the required depth is modal with the other properties on this block of Williams Avenue with street-facing structures on parcels wide enough to support this design. The side yard depth is also

BOA1786077

2026-02-03

2 Planning Department



consistent with properties in the area, in which one side yard is larger than the other to support a driveway, and aligns with nonconformities with the current zoning, identified by the Planning Department's Neighborhood Housing Initiative. The required Usable Open Space is a per-dwelling unit measurement. This project provides 1,000 SF per dwelling unit. Given that there are two units proposed on the parcel, the requirement would be oversized (1,800 SF/unit) for the lots in this neighborhood.

The remaining dimensional violations stem from the height of the building, which is three feet above the maximum dimension, and mitigated by the intense topography noted in the Planning Context, and the proposed lot size, as addressed in the recommendation for BOA1786086 and copied here:

The proposed lot subdivision creates two zoning violations for insufficient lot width and insufficient lot frontage. The required lot width and frontage dimensions in this 1F-6000 zoning subdistrict are both sixty feet. The proposed project creates three parcels, each of which measures approximately one-third of the current 125-foot lot frontage, ~42-feet. While not zoning compliant, the proposed lot width and lot front are consistent with the surrounding context, in which lot frontages vary from 11-feet to 88-feet. The additional benefit of the proposed lot subdivision design is the retention of the direct line of sight and street frontage for the parcel containing the existing dwelling, particularly in an area in which seven of the 37 parcels noted in the planning context contain no street frontage.

Plans reviewed are titled "Williams Street Housing", prepared by HiARCHi Design Collective, and dated 12/13/2024.

Recommendation:

In reference to BOA1786077, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review due to project location within a Neighborhood Design Overlay District.

Reviewed,

Deputy Director of Zoning



Case	BOA1790800
ZBA Submitted Date	2025-10-22
ZBA Hearing Date	2026-02-03
Address	191 Brooks ST East Boston 02128
Parcel ID	0103126000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	Demolish an existing 2.5-story, four-unit dwelling and construct a four-story, four-unit dwelling with no parking.
Relief Type	Variance, Conditional Use
Violations	Height Excessive (ft) Rear Yard Insufficient Front Yard Insufficient Roof Structure Restrictions Height Excessive (stories) Building Lot Coverage Excessive Permeable Area of Lot Insufficient Side Yard Insufficient Parking or Loading Insufficient Excessive Unit Count

Planning Context:

This case has been previously reviewed and deferred by the ZBA on December 9, 2025. No new project plans have been submitted. The contents of this review and recommendation remain the same.

191 Brooks St is a vacant lot located in the Eagle Hill neighborhood in East Boston. The area is primarily-residential ranging from single families to rowhouses & triple deckers with some ground floor commercial uses such as corner stores spread throughout. The parcel is narrow, deep (20.77' x 75'), and rectangular in shape. Parcels with similar dimensions are common throughout the neighborhood however they typically contain attached dwellings. The project proposes a four-story, 44.7 feet tall, four-unit detached dwelling. The property is also located approximately 0.5 miles away from the Blue line MBTA Station.

Zoning Analysis:



The subject property was cited for 10 violations in total, nine of which pertain to the scale and density of the building (insufficient rear, front, and side yards, excessive height (feet and stories), excessive lot coverage, insufficient permeable area, roof structure restrictions, and excessive number of units) and one in regard to insufficient off-street parking.

In the EBR-3 district a minimum front yard of three feet is required (zero feet proposed), a minimum side yard of three feet (zero feet proposed on the west side) and a rear yard of 1/3 the lot depth (22.5 feet) is required (10 feet proposed). The insufficient yards at the property result into two additional violations, insufficient permeable area and excessive building coverage. In the EBR-3 district a minimum permeable surface area of 30% is required however a permeable area of approximately 28% is proposed and a maximum lot coverage of 60% is permitted however the property has a 71% lot coverage. Although the parcel is narrow, the depth of the proposed building is much larger than seen on similarly sized parcels in the area (average rear yard setback of 27'). As such zoning relief for the said violations is not appropriate and the project proponent should consider a project with a building more contextual with the neighborhood.

Additionally, the property was cited for excessive height in both stories and feet. A maximum building height of 35 feet and three stories is permitted although 44.7 feet at four stories are proposed. Additionally, the property was cited for roof structure restrictions. According to Section 53-25 (Roof Structure Restrictions), "No structure may be added to an existing residential building without approval of a conditional use permit from the Zoning Board of Appeals (subject to Sections 6-2,6-2, and 6-4) Additionally, in reaching its decision, the Board of Appeal shall consider whether such roof structure has the potential of damaging the uniformity of height or architectural character of the immediate vicinity." The roof structure restriction and building height violations are a result of a fourth unit at the subject property, which itself is a violation, as only three units are permitted in the EBR-3 district. The proposed building height directly interrupts height uniformity in the neighborhood (average three stories/ 35' feet) and results in two additional violations; as such zoning relief is not appropriate for any of said violations.

Lastly, the subject property was cited for insufficient parking. The site's insufficient parking violation relates to the project's proposed zero-parking condition. While in violation of the area's zoning requirements (1:1 dwelling/space parking ratio required, totaling four required off-street spaces for the project), this condition is one commonly found throughout the Eagle Hill area,



including on ~85% of the lots on the proposed project's immediately surrounding blocks.

However, if the subject property reduced the unit count from four (proposed) to three (permitted in the EBR-3 district), no parking would be required.

The subject property also falls under the East Boston Neighborhood Design Overlay District and is subject to review by Planning Department Design Review to ensure the property remains consistent with the character of the neighborhood.

Plans reviewed are titled "191 Brooks Street" prepared by "Spruhan Engineering, P.C" ON April 4, 2024, last reviewed by the City of Boston Inspectional Services Department on May 6, 2025.

Recommendation:

In reference to BOA1790800, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that better aligns with East Boston zoning and brings aligns better with East Boston zoning and reduces building depth, increases the permeable area at the site, decreases the building lot coverage, is compliant with height regulations (no more than three stories & 35 feet), and contains no more than three units.

Reviewed,

Deputy Director of Zoning



Case	BOA1760013
ZBA Submitted Date	2025-08-06
ZBA Hearing Date	2026-02-03
Address	110 W Concord ST Roxbury 02118
Parcel ID	0900598000
Zoning District & Subdistrict	South End Neighborhood MFR
Zoning Article	64
Project Description	The proposal would be to construct a new rear staircase on top of an existing utilities room that would also add a new access to the roof.
Relief Type	Conditional Use
Violations	Roof Structure Restrictions

Planning Context:

This case was scheduled for the December 9, 2025 hearing and was deferred. There were no new changes submitted and the recommendation remains the same. The Proposed Project would build a new rear staircase on top of an existing utilities room that will have a headhouse to access the existing roof deck on a four-story attached rowhouse. The current roof deck is accessed through a ladder leading to a roof hatch. The existing roof deck would not be changed except for the removal of the ladder hatch. The site is located in the South End Landmark District requiring Landmarks Commission review and approval. The project lot is within 100 ft of Newland Street Park however the proposed work would not be within that distance therefore Boston Parks and Recreation Commission review will not be required as per Ordinance 7.4-11.

Zoning Analysis:

The proposal would require a conditional use permit due to it containing a stair headhouse that would alter an existing roof. The proposed would not be contextually appropriate with the historical context and will not fulfill any city goals for design or building code recommendations. Access to the roof deck in the form of hatches is recommended rather than a headhouse in locations like the South End Landmark District unless a headhouse is required for building code or accessibility.

“110 W Concord Street” Drawn by Springer Architects Dated July 2, 2025.



Planning Department

CITY of BOSTON

Recommendation:

In reference to BOA1760013, The Planning Department recommends DENIAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1554854
ZBA Submitted Date	2023-12-19
ZBA Hearing Date	2026-02-03
Address	69R Perrin ST Roxbury 02119
Parcel ID	1200355000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	The proposed project would erect a new three-unit house.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Front Yard Insufficient NDOD Applicability

Planning Context:

This project was deferred from the December 9, 2025 hearing. There are no new changes and the recommendation remains the same. The proposed project would be the erection of a new three-family, three-story house. The current site is the unoccupied rear portion of a large lot that currently has a three-family, three-story house towards the front of the lot. This proposal would subdivide the rear portion of the lot to become a separate lot on which the proposed house would be built. The newly-created lot would be a similar size to surrounding lots. . The surrounding context is made up of similar three-family, three story homes with some larger multifamily buildings. Due to the proposed being a new construction within the Roxbury Neighborhood Design Overlay District, the project requires design review to make sure it fits the historic character of the neighborhood. The site is also within the Roxbury Strategic Masterplan which outlines a collection of goals and initiatives in the neighborhood including the development of new housing without displacement which this project would do.

Zoning Analysis:

The proposed project has four zoning violations. The front yard setback is insufficient at 14 ft while the required is 20 ft. The rear yard setback is insufficient because at 10 ft while the required is 30 ft. As mentioned the site is a newly-created lot out of a larger lot, due to this, the lot is not in a standard adjacency to the street or neighboring lots. The new proposed lot will be



100 ft wide parallel to Perrin St while the perpendicular depth would be about 53 ft. The proposed site layout features a fire lane access from the adjacent street north of the site, Burton Ave while also containing a driveway that passes through the parcels south of the site from Perrin St. The proposed paving should be limited to the required fire lane to minimize site impact. The proposed project also exceeds the FAR maximum of 0.8. The proposed building is of similar massing and site sizing to the surrounding context. This can be recommended for relief. Lastly the proposed project is flagged for not meeting screening and buffering requirements of the neighborhood due to the three newly proposed off-street parking spaces on site.

“69R Perrin St” Drawn by Civil Environmental Consultants Dated December 12th, 202

Recommendation:

In reference to BOA1554854, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review with specific attention to the site layout of the driveway and fire lane access.

Reviewed,

Deputy Director of Zoning



Case	BOA1783686
ZBA Submitted Date	2025-09-29
ZBA Hearing Date	2026-02-03
Address	180 to 182 Savin Hill AVE Dorchester 02125
Parcel ID	1302496000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Create a curb cut and driveway for an existing building.
Relief Type	Variance
Violations	Off Street Parking Regulations

Planning Context:

The proposed project would add a curb cut and tandem driveway to an existing residential building. Two car driveways located in side yards are a common condition in this area. The subject lot is irregularly shaped due to its location at the corner of two streets that meet at an oblique angle. As a result of this parcelization, the dwelling is not parallel to the side lot line, and the side yard area is triangular in shape.

Zoning Analysis:

To effectuate the creation of a standard rectangular driveway in the aforementioned triangular setback, the proponent seeks to extend a portion of the proposed driveway over the side lot line, into an area of the abutter's lot that would be the subject of a proposed easement agreement.

The only violation is triggered by the fact that the parking would encroach on the neighboring lot. Non-rectangular lots are common in this neighborhood due to the curving alignment of area streets. This lot is no exception which creates a hardship for the proponent. While the proposed driveway design would occupy land on two lots, it would appear contextually consistent and appropriate in final built form.

Project plans reviewed titled "Proposed Parking Plan" completed by Christopher Tomassini on 12/20/23.

Recommendation:



Planning Department

CITY of BOSTON

In reference to BOA1783686, The Planning Department recommends APPROVAL.

Reviewed,

Kathleen Donahue

Deputy Director of Zoning



Case	BOA1783689
ZBA Submitted Date	2025-09-29
ZBA Hearing Date	2026-02-03
Address	180 to 182 Savin Hill AVE Dorchester 02125
Parcel ID	1302496000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Add a side dormer to the existing building and construct rear yard decks on the second and third story.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient

Planning Context:

The proposed project would add a shed dormer to an existing one-family dwelling as well as two rear decks. This proposal is submitted in conjunction with BOA1783686, an application for dimensional relief for the construction of a two car side setback parking area.

Of the buildings located along this block of Savin Hill Avenue, side dormers are extremely common and help to define the character of the area. The proposed dormer will completely change the roof line as perceived from the street. While dormers are an appropriate feature, the particular design of the proposed shed dormer is highly unusual and contextually inconsistent. Accordingly, staff recommend design review to effectuate a more contextually appropriate dormer design. The proposed project also seeks to add two rear decks to the building, which would be contextually appropriate.

Zoning Analysis:

There are 7 dimensional zoning violations triggered by this project: insufficient lot area, lot width, frontage, front yard, and rear yard, and excessive FAR. Except for the FAR violation, all are



triggered by existing non conformities. These aspects are not being modified in any way, as the proposed project would add a shed dormer that would be within the footprint of the existing building.

The proponent also seeks to change the dwelling's use from two to three units, a forbidden use. (This violation was not cited in the refusal letter.) The proposed use is consistent with neighborhood character. Triple deckers with three units are common in this area.

The zoning allows for an FAR of 0.5, the existing building has an FAR of 1.2 and the proposed addition would give it an FAR of 1.29. While this is above the allowed maximum, this requirement is disconnected from the built reality surrounding the project. Triple-deckers and three-story traditional single-family homes that take up the majority of the lot are extremely common in this area, and these typologies often have FARs well over 1.0. If the surrounding buildings were to follow this requirement, the character of the neighborhood would change drastically. This again reflects a disconnect between the zoning code and reality and points to the need for zoning reform.

The final violation is in regard to the rear setback requirement. The zoning code calls for a minimum of a 30-foot setback. The current existing setback is 11 feet, already below the minimum, and the proposed rear decks would reduce it further to 6 feet. While this is under the minimum, this again does not fit into neighborhood context. Most of the parcels in this section of the neighborhood have unique parcel shapes, with small rear yards due to the topography caused by Savin Hill itself. This topography creates a hardship on the proponent to develop a property of similar quality to its neighbors. This reduction in the rear yard does not reflect a reduction in the usability of the open space as well, as the rear decks start at the second floor.

Project plans reviewed titled "Proposed Site Plan" completed by Christopher Tomassini on 12/20/23.

Recommendation:

In reference to BOA1783689, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review with attention to the design of the dormer.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuta

Deputy Director of Zoning



Case	BOA1790972
ZBA Submitted Date	2025-10-22
ZBA Hearing Date	2026-02-03@
Address	567 to 577 Adams ST Dorchester 02124
Parcel ID	1602881000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Combine two lots to construct five townhouse-style units attached to a redeveloped three unit building for a total of eight new units.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

Planning Context:

This case was deferred from the December 9, 2025 meeting. No changes have been made to the plans. Therefore, the Planning Department recommendation stays the same.

The site is located less than a half-mile from Dorchester Avenue local retail and services and 0.8 miles from Shawmut MBTA Red Line Station. One- and two-unit residential buildings in this area usually have one parking space per dwelling. Denser housing types, including triple-deckers on the street have less parking per unit and less yard space. The general urban fabric becomes denser and less car-reliant closer to Dorchester Avenue. Adding housing through the introduction of additional density near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans.

This project maintains the facade of a three-unit unit building (commonly seen throughout the neighborhood) while adding housing that descends toward the back of the lot and avoids disturbing the streetscape. A minimum of two of the units in this project would have to be deed-restricted affordable housing units as per the City's Inclusionary Zoning. IZ requires that market-rate housing developments with seven or more units support the creation of income restricted housing. While it is unclear from the plans how many of the proposed eight units will be



dedicated as income-restricted, the applicant will need to execute an agreement with the Mayor's Office of Housing to comply with the policy. The proponent should also consider changes to the design that would better align with the City's goals of promoting permeable surfaces where possible in areas like this that are identified as having high heat risk (Heat Resilience Solutions for Boston, 2022).

Zoning Analysis:

The proposed project at 567 Adams Street violates parking, use, and dimensional requirements.

The required off-street parking ratio for this site is 1.25 spaces per unit, but the Boston Transportation Department recommends no more than one parking space per dwelling unit in multi-family buildings in areas with its walk score (26-50). The proposed nine spaces for eight residential units is sufficient for this area. Similarly, a multi-family building of this size and massing is proportionate to the density of the area.

The required side, front, and rear yard setbacks for the site do not match the context of the surrounding yards. The required 15-foot minimum front yard does not reflect existing site conditions and the proposed side yard conditions also mimic the existing nonconformity of the current structure. While the proposed rear yard does not meet the 20' minimum requirement, the proposed 15-foot yard is more contextual than the existing 105-foot rear yard. The required 0.5 maximum FAR also does not match the context while the proposed FAR is more fitting. The dimensional violations of the proposed design on the newly combined lot are similar to the neighboring structures, and the proposed height matches the triple-deckers next door. The design is appropriate for lower density urban areas and adds housing units to lots with sufficient area to do so.

A multi-family building in this area will need to be reviewed for compliance with safety and ADA regulations. This building type can bring added benefits to this area, such as adding deed-restricted affordable housing units through inclusionary zoning. Site plan review is recommended to increase permeable lot area where possible.

Plans reviewed are titled "567 LLC / 8 Residential Units", prepared by Timothy Sheehan Architect, and dated 3/7/25.

Recommendation:



In reference to BOA1790972, The Planning Department recommends APPROVAL WITH PROVISO/S: that a housing agreement be issued prior to issuing permits as there is an increase of more than seven units, and that plans be submitted to the Planning Department for design review of the facade and site plan with special attention to ensuring an accessible path to entry.

Reviewed,

Deputy Director of Zoning

MEMORANDUM**June 12, 2025**

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

FROM: CASEY HINES, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
ZOE SCHUTTE, PROJECT MANAGER
ALEXA PINARD, ASSISTANT DEPUTY DIRECTOR FOR DESIGN REVIEW
Jill ZICK, ASSISTANT DEPUTY DIRECTOR FOR PUBLIC REALM DESIGN

SUBJECT: 295-297 FRANKLIN STREET, DOWNTOWN

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 295-297 Franklin Street (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); (2) enter into a PILOT Agreement for the Proposed Project; and (3) accept a Quitclaim Deed for a certain temporary, limited property interest in the Project Site; and to take any other actions, and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

BACKGROUND ON PILOT PROGRAM

On July 26, 2024, Franklin Holdings Group, LLC (the "Proponent") applied to Mayor Wu's and the Planning Department's Downtown Residential Conversion Incentive PILOT Program (the "Pilot Program"). The Pilot Program was authorized by the BPDA Board on October 12, 2023 ("October Board Vote") and extended on July 18, 2024. The Program offers approved applicants a tax abatement in exchange for converting underutilized office buildings into multi-family residential rental units. The October Board Vote authorized the creation of a Demonstration Project Plan Area in Downtown Boston (the "Plan Area") and the Plan Area establishes an area

where the BPDA is able to act pursuant to Massachusetts General Law Chapter 121B ("Chapter 121B") and provide a contract for payment in lieu of taxes ("Pilot Agreement") pursuant to Chapter 121B.

In order to qualify for the PILOT program, the proponent must meet the 2024 Zoning Article 79 Inclusionary Zoning ("IZ") standards, which require that Seventeen Percent (17%) of all newly created units must be deed-restricted affordable, restricted for households making up to Sixty Percent (60%) of the Area Median Income ("AMI"). Applicants must also comply with current Green Energy Stretch Goals, where applicable.

PROJECT SITE

The Proposed Project is located on an approximately 2,430 square foot lot at 295-297 Franklin Street in Downtown Boston ("Project Site"). The Project Site is currently occupied by an existing underutilized five (5) story mixed-use retail and office building. The Project Site is located within the Plan Area.

DEVELOPMENT TEAM

The development team includes:

Proponent:

Franklin Holdings Group, LLC
205 Portland Street
3rd Floor
Boston, MA 02114

Architect:

DMS Design, LLC
Daniel M. Skolski, AIA, NCARB
60 State St., Suite 770
Boston, MA 02109

Attorney:

Law Office of Richard C. Lynds
Richard Lynds
245 Summer Street, Suite 110
East Boston, MA 02128

PROPOSED PROJECT

The Proposed Project at 295-297 Franklin Street is an application of the Planning Department's Office to Residential Conversion Program.

Franklin Holdings Group, LLC ("Proponent") is proposing the renovation of the existing five (5) story mixed-use office building with ground floor retail space. The Project Site consists of a 2,430 square foot lot with existing gross floor area of 14,580 square feet, which includes a basement to be re-purposed for bike storage and other building services. Retail use would remain on the ground level, resulting in approximately 744 square feet of ground floor retail and eighteen (18) new dwelling units on floors one through five, approximately 17% of which will meet Inclusionary Zoning Requirements under the provisions of Article 79 of the Zoning Code ("IZ"). The dwelling units include approximately thirteen (13) studio units and five (5) one-bedroom units.

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

<u>Estimated Project Metrics</u>	<u>Proposed Plan</u>
Gross Square Footage	11,840
Gross Floor Area	8,741
<i>Residential</i>	7,997
<i>Office</i>	0
<i>Retail</i>	744
<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>	0
Development Cost Estimate	\$4,500,000
Residential Units	18
<i>Rental Units</i>	18
<i>Ownership Units</i>	0

IZ/Affordable Units	3+
Parking spaces	0

PLANNING CONTEXT

Launched in October 2023, the Downtown Residential Conversion Incentive Pilot Program (“Downtown Conversion Program”) aims to support owners and developers of older commercial office building space in converting to residential units. The Pilot Program was informed by both 1) the City of Boston’s October 2022 Downtown Revitalization Report which analyzed and made recommendations for downtown economic revitalization, as well as 2) the PLAN: Downtown planning process which recommended a downtown office conversion program as a key strategy for achieving the PLAN goals. In order to encourage new use of underutilized office space, the Downtown Conversion Program offers a tax abatement and a streamlined approval process to applicants who meet affordability and sustainability requirements. Accordingly, the Proposed Project would advance key recommendations of both the 2022 Downtown Revitalization Report and PLAN: Downtown.

ARTICLE 80 REVIEW PROCESS

On April 7, 2025, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Boston Zoning Code (the “Code”). The Planning Department sponsored and held a virtual public meeting on May 21, 2025, via Zoom for the Proposed Project. The meeting was advertised in the Boston Guardian, posted on the Planning Department website and a notification was emailed to all subscribers of the Planning Department’s Downtown Neighborhood update list. The public comment period ended on June 1, 2025.

ZONING:

The Proposed Project is located in the Broad Street Protection Area of the Government Center / Markets Zoning District, Governed by Article 45 of the Zoning

Code. The Proposed Project requires a conditional use permit: per the provisions of Section 32-4.C of the Zoning Code, the proponent must demonstrate that the Proposed Project will result in no negative impact on groundwater levels within the lot in question or adjacent lots.

MITIGATION AND COMMUNITY BENEFITS

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

- Revitalizing the downtown neighborhood by converting underutilized office space to on-site housing, bringing foot traffic back to the neighborhood, generating a new customer base for restaurants and shops, and creating a more vibrant urban core.
- Creating three (3) on-site income-restricted units (the "IZ Units") for households with incomes not more than 60% AMI.
- Meeting, where applicable, C.O.B Green Energy "Stretch Goals"; as required by the BPDA office to residential conversion program.
- The re-use of a vast majority of exiting building components in order to minimize demolition waste and promote construction sustainability.

The Proposed Project is subject to continued BPDA Design Review and approval.

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ") and is located within Zone A, as defined by IZ. IZ requires that 17% of the total number of units or residential leasable square footage within Article 80E Small Project developments to be designated as IZ units. In this case, three (3) units or approximately 16.67% of the total number of units and approximately 19.07% of residential leasable square footage within the conversion project will be designated as income restricted units (the "IZ Units"), each of which will be made available to households with incomes not more than 60% of Area Median Income ("AMI"), as based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and rent limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percentage of AMI	Rent	Group-2
101	One-Bedroom	602	60%	\$1,378	
204	One-Bedroom	603	60%	\$1,378	Group-2A
301	Micro Studio	320	60%	\$1,057	

The location of the IZ Units will be finalized in conjunction with MOH staff and outlined in an Affordable Rental Housing Agreement and Restriction ("ARHAR") with MOH, and rents and income limits will be adjusted according to MOH published maximum rents and income limits, as based on HUD AMIs, available at the time of the initial rental of the IZ Units, IZ 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 Approval 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 IZ Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- Boston resident;
- 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 in determining eligibility for such a preference.

An affordability covenant will be placed on the IZ Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with an 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 IZ Units during this fifty (50) year period must fall within the

applicable income and rent limits for each IZ Unit. IZ Units may not be rented out by the developer prior to rental to an income eligible household, and the MOH or its assigns or successors will monitor the ongoing affordability of the IZ Units.

TERMS OF PILOT AGREEMENT

Based on BPDA staff review under Article 80 and review under the Pilot Program, the Proponent has been selected to receive a Pilot Agreement, based on the Pilot Program criteria. The Proponent will, upon approval by the BPDA Board, enter into a Pilot Agreement among the City of Boston (the "City") and the BPDA. If approved today, the City and the BPDA will provide the Proposed Project an average tax abatement of up-to seventy-five percent (75%) of the assessed residential value for a term of twenty-nine (29) years, terms which are consistent with the October Board Vote.

DEED CONVEYANCE

In order to comply with the rules and regulations under Massachusetts General Law Chapter 121B, Section 16, the BPDA must take an interest in the Project Site. To effectuate that, the BPDA and the Owner of the 295-297 Franklin Street Building will enter into a Deed agreement which conveys limited rights in the 295-297 Franklin Street property. Additionally, the Owner and the BPDA will enter into to indemnification agreement to ensure the BPDA does not have liability on the property.

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the Proposed Project; (2) enter into a Pilot Agreement for the Proposed Project; and (3) accept a Quitclaim Deed for a temporary, limited interest in the 297-297 Franklin Street property and to take any other actions, and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

VOTED:

That the Director be, and hereby is, authorized to issue a Certification

of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development at 295-297 Franklin Street, proposed by Franklin Holdings Group, LLC (the "Proponent"), for the conversion of the existing five (5) story building mixed use office building to residential use, creating a five (5) story, approximately 14,580 square foot residential/commercial building with eighteen (18) rental units (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA"); and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to enter into a Pilot Agreement in connection with the 295-297 Franklin Street Project, subject to the terms and conditions consistent with this Board Memorandum and as the Director deems to be appropriate and necessary; and

**FURTHER
VOTED:**

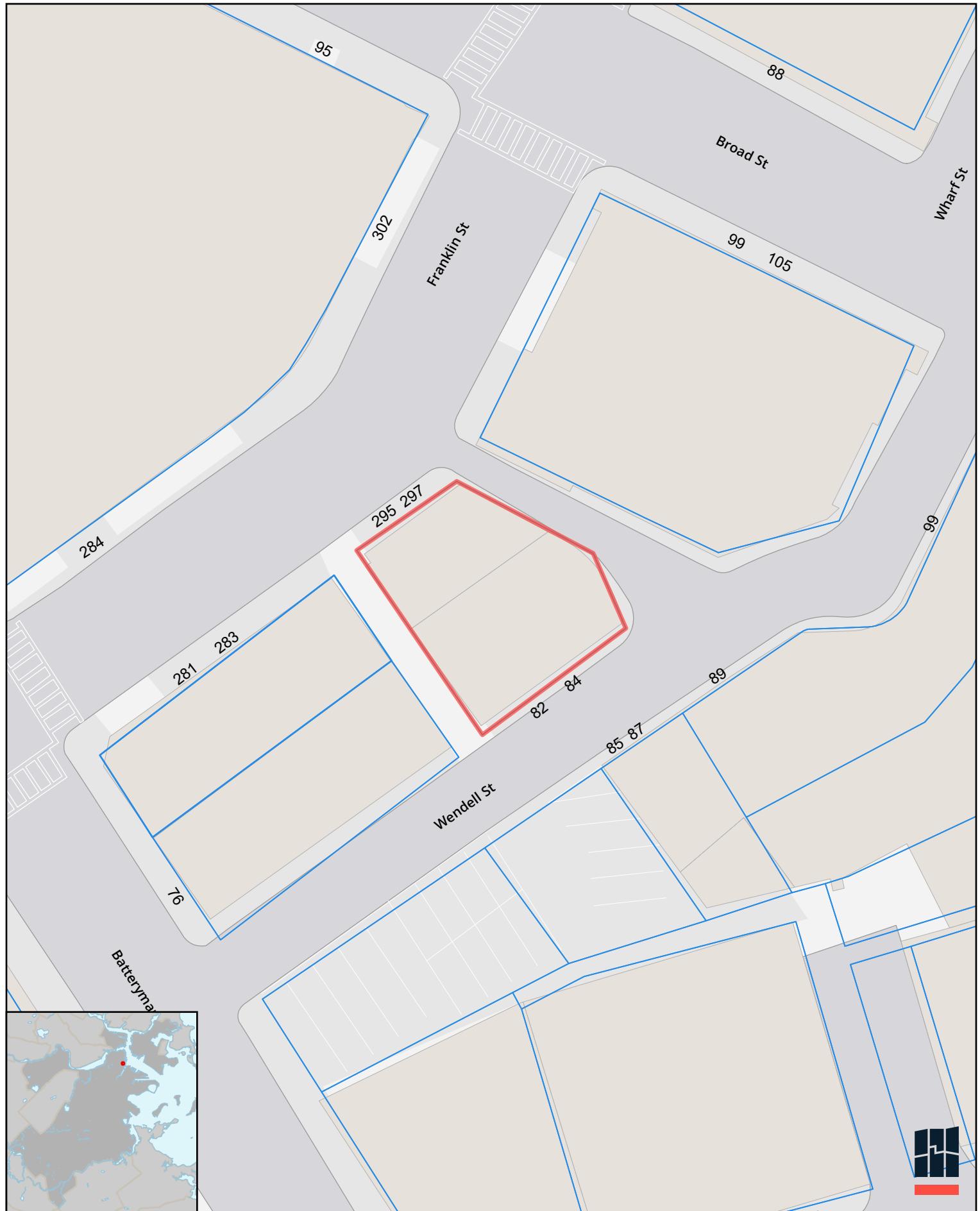
That the Director be, and hereby is, authorized to accept a Quitclaim Deed for a certain temporary and limited property interest in the 295-297 Franklin Street property; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to take any other actions and to execute any other agreements and documents the Director deems appropriate and necessary in connection with the Proposed Project.

295 - 297 Franklin Street

1:400



295 - 297 Franklin Street



1:400



**Boston Water and
Sewer Commission**



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

May 8, 2025

Ms. Zoe Schutte
Project Assistant
Planning Department
One City Hall Square
Boston, MA 02201

Re: 295-297 Franklin Street, Boston Proper
Project Notification Form

Dear Mr. Norris:

The Boston Water and Sewer Commission (Commission, BWSC) has reviewed the Project Notification Form (PNF) for the proposed residential conversion project located 295-297 Franklin Street in Downtown Boston.

The proposed project is located on an approximately 2,430 square foot (sf) site currently occupied by a 5-story commercial building. The project proponent, Franklin Holdings Group, LLC, proposes to convert the building to residential use with a total of 18 residential units over a first-floor retail space, occupying 14,580 sf of gross floor area.

Water, sewer, and storm drain service for the project site is provided by the Boston Water and Sewer Commission. Water demand estimates were not provided in the PNF.

For water service, the project site is served by a two 12-inch ductile iron cement lined water pipes, installed in 2005 in Franklin Street, one each on the southern-high and the southern-low distribution networks.

Estimated sewage flow was not stated in the PNF. For sanitary sewage service, the site is served by a 20"x28" brick pipe installed in 1874 located on Battermarch Street, and a 36:x36" brick combined pipe installed in 1908 located in Broad Street. Both pipes are combined sanitary pipes.

The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development, Franklin Holdings Group, LLC should meet with the Commission's Design and Engineering Customer Services



Department 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 Franklin Holdings Group, 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 (MWRA) 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 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. For any proposed masonry repair and cleaning Franklin Holdings Group, LLC 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 Franklin Holdings Group, LLC 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. Franklin Holdings Group, LLC 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.
7. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
8. The water use and sewage generation estimates were not stated in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Franklin Holdings Group, 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. Franklin Holdings Group, LLC should also provide the methodology used to estimate water demand for the proposed project.
9. The Commission will require Franklin Holdings Group, 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 Franklin Holdings Group, LLC to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
10. It is Franklin Holdings Group, 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, Franklin Holdings Group, 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. Franklin Holdings Group, 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. Franklin Holdings Group, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. Franklin Holdings Group, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Franklin Holdings Group, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If Franklin Holdings Group, 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. Franklin Holdings Group, 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. Franklin Holdings Group, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. Franklin Holdings Group, LLC will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. Franklin Holdings Group, 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, Franklin Holdings Group, LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Franklin Holdings Group, 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. The Commission encourages Franklin Holdings Group, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. Franklin Holdings Group, 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. 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, Franklin Holdings Group, LLC 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 Franklin Holdings Group, 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. Franklin Holdings Group, LLC 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. Franklin Holdings Group, LLC 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.
cc: Chief Engineer

JPS/apm

cc: K. Ronan, MWRA
S. McFee, BWSC

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>	<u>Proposed Plan</u>
--	-----------------------------

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 curbline 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:

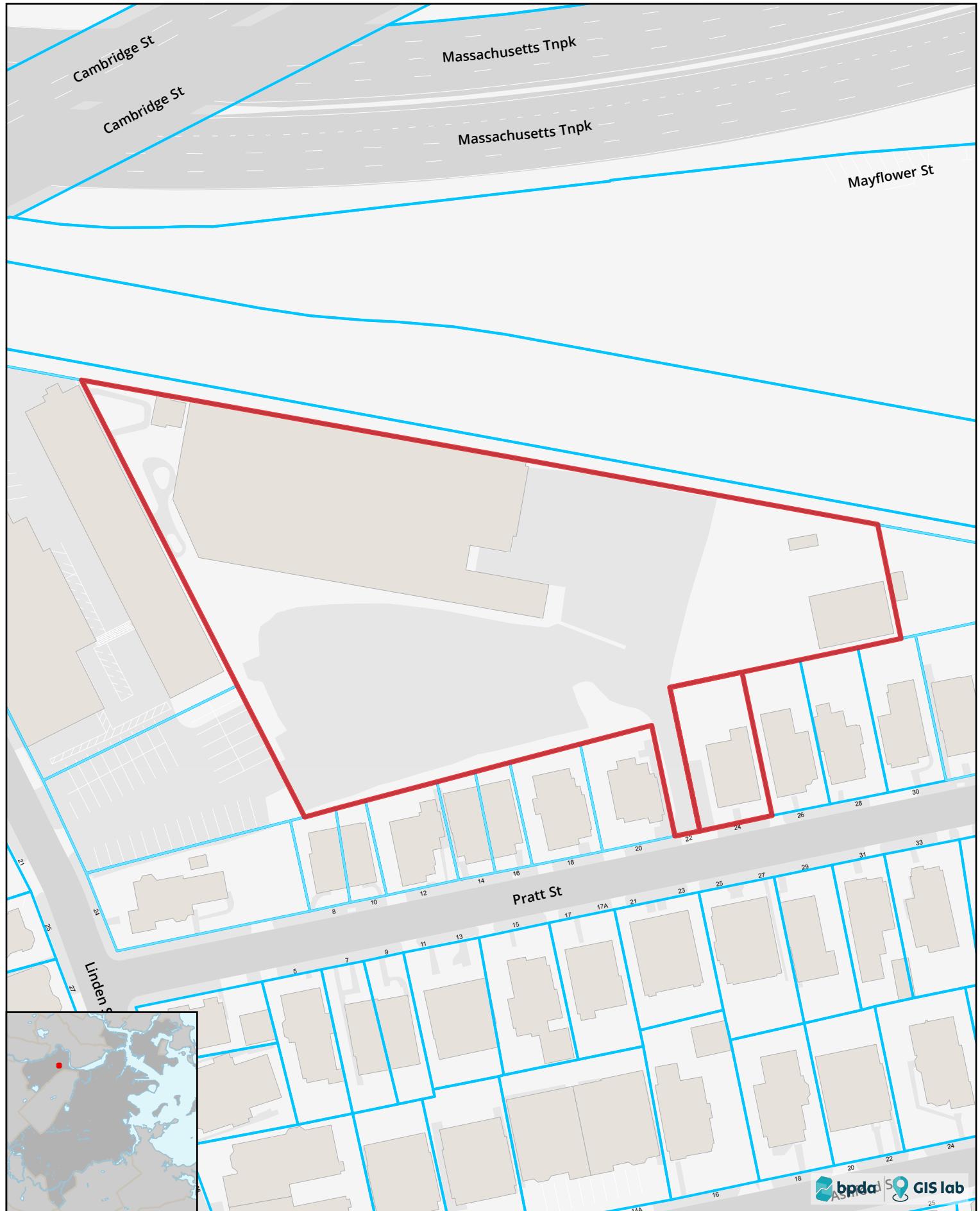
VOTED:	That the Director be, and hereby is, authorized to issue a Scoping Determination under Article 80B-5.3(d) of the Boston Zoning Code (the "Code"), in connection with the proposed project located at 22-24 Pratt Street in the Allston neighborhood of Boston (the "Proposed Project"), which (i) finds that the Project
---------------	--

	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



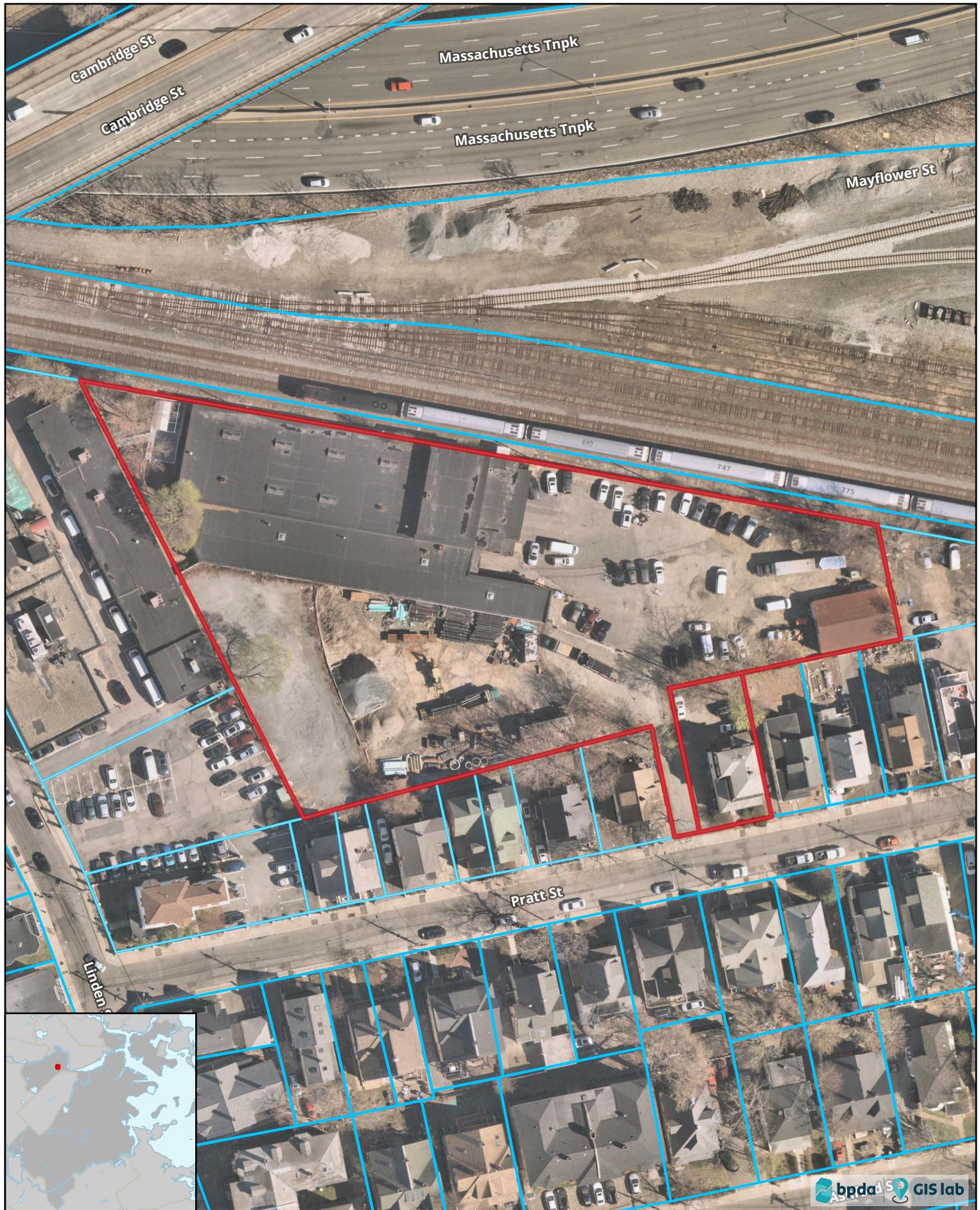
1:1,000



22-24 Pratt Street



1:1,000





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

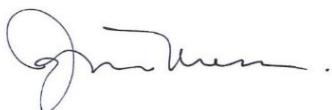
The project may require the support of a crane and/or aerial lifts, and placement to prevent the fouling of the Right of Way (ROW) will be a requirement. The project will need to plan around these safety concerns accordingly, and so the MBTA will need to review and accept work plans for lifts before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