

O'Connor Way
Affordable Housing for Seniors
Age 62+

*5 Major Michael J. O'Connor Way
SOUTH BOSTON*



BRA Article 80 Small Project Review

Submitted by
*South Boston Neighborhood Development Corporation and
Caritas Communities, Inc.*

December 18, 2015

Table of Contents

1. Notice of Intent to file PNF
2. Project Team
3. Project Description / Unit Mix
 - a. Unit Area Analysis
4. Site and Context
 - a. Public Benefits: Job Creation and Affordable Housing
 - b. Traffic, Parking and Vehicular and Pedestrian Access
 - c. Neighborhood Site Maps
 - d. Survey
 - e. Site and Neighborhood Photographs
5. Community Vision, Goals & Impact
6. Zoning Analysis
7. Letter from Goulston & Storrs

Architectural plans attached separately.

Project Team

Developer/Sponsor

O'Connor Way LLC - a joint venture of South Boston Neighborhood Development Corp.
and Caritas Communities Inc.

c/o South Boston Neighborhood Development Corp.
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South Boston, MA 02127

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Architect

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Attorney

Goulston & Storrs

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Boston, MA 02110

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Surveyor

Harry R. Feldman, Inc.

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Boston, MA 02118

Michael Feldman
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(617) 357-9740

Project Description

The development team of O'Connor Way LLC will develop a vacant lot in the Mary Ellen McCormack housing development. Both the lot and entire complex are owned by the Boston Housing Authority. This excellent site has remained vacant for over 50 years.

The project will include 47 one-bedroom units. There will be 46 units of affordable elderly housing for people age 62 and over and one resident manager unit.

The affordability matrix will include 34 units for households at or below 60% of area median income, 12 units for households at or below 30% of area median income, of which 5 are set-aside for homeless households. Three of the units will be handicapped accessible or adaptable to comply with accessibility requirements.

O'Connor Way will help ameliorate the lack of affordable and suitably designed housing for seniors with modest incomes. In view of both the aging population and the rapid gentrification of South Boston, this proposed housing is critical to serve the range of needs that lower income seniors typically face.

The intent of the project design is to be contemporary yet respectful of the surrounding neighborhood. Our goal is for the property to be a pleasing transition to the surrounding structures. The project will be LEED Silver certifiable (at a minimum) and will incorporate many sustainable design features to minimize the impact of development while improving the quality of the neighborhood.

The total development cost of the project is estimated at \$15,634,395 including a projected construction cost of \$11,466,946. The project will be funded with a combination of private equity, City of Boston Department of Neighborhood Development (DND) and Commonwealth of Massachusetts Department of Housing and Community Development (DHCD) housing program funds.

The site is a single lot which was offered by the Boston Housing Authority through a Request for Proposals process in the summer of 2015.

The parcel is: 0702836000

Parcel size is: 15,174 SF

Unit Area Analysis

Total Net Square Feet for Project:

Residential 40,818

47 units total, all one-bedroom units: 1 manager unit and 46 rental units

Name	Level	Area	Bedrooms
OFFICE	Level 1	136 SF	0
LAUNDRY	Level 1	106 SF	0
COMMUNITY ROOM	Level 1	670 SF	0
UNIT 101	Level 1	594 SF	1
UNIT 102	Level 1	614 SF	1
UNIT 103	Level 1	597 SF	1
UNIT 104	Level 1	598 SF	1
UNIT 105	Level 1	594 SF	1
UNIT 106	Level 1	594 SF	1
UNIT 107	Level 1	594 SF	1
UNIT 108	Level 1	594 SF	1
UNIT 109	Level 1	594 SF	1
UNIT 201, 301, 401	Level 2,3,4	594 SF	1
UNIT 202, 302, 402	Level 2,3,4	616 SF	1
UNIT 203, 303, 403	Level 2,3,4	634 SF	1
UNIT 204, 304, 404	Level 2,3,4	614 SF	1
UNIT 205, 305, 405	Level 2,3,4	618 SF	1
UNIT 206, 306, 406	Level 2,3,4	616 SF	1
UNIT 207, 307, 407	Level 2,3,4	616 SF	1
UNIT 209, 309, 409	Level 2,3,4	616 SF	1
UNIT 210, 310, 410	Level 2,3,4	616 SF	1
UNIT 211, 311, 411	Level 2,3,4	616 SF	1
UNIT 501	Level 5	594 SF	1
UNIT 502	Level 5	616 SF	1
UNIT 503	Level 5	616 SF	1
UNIT 504	Level 5	616 SF	1
UNIT 505	Level 5	616 SF	1

Development Program

Parcel Area (Sq. Ft.) 15,154
Proposed Building Area (Sq. Ft.) 40,818
Proposed Building Height (Ft.) 52' 0"
Ground Floor Use Residential & management office
Number of Floors 5
Upper Floor Use Residential

Residential Sq. Ft. 40,818
Total Units 47
Rental 47
Market Units 1
Affordable Units 46
1 Bedroom 47
Total Parking Spaces 7
Surface 7

Total Development Cost (soft/hard costs) \$15,634,395.00
Construction Cost (hard cost) \$11,466,946.00

Number of Permanent Jobs Created (full time equivalent) 1
Number of Permanent Jobs Retained (full time equivalent) n/a
Number of Construction Jobs Created (full time equivalent) 42

Estimated Construction Start mid 2017
Estimated Construction Completion late 2018

Disclosure of Beneficial Interest in the Project

There are no individuals who have a Beneficial Interest in this project. The applicant, O'Connor Way LLC, is jointly owned by South Boston Neighborhood Development Corporation and Caritas Communities Inc. with each having a 50% interest in O'Connor Way LLC.

Name	Address	Percentage Interest
South Boston NDC	365 West Broadway, South Boston, MA 02127	50%
Caritas Communities Inc.	Suite 206, 25 Braintree Hill Office Park, Braintree, MA 02184	50%

Site and Context

Neighborhood Context

The vacant lot located at 5 Major Michael J. O'Connor Way is an un-developed parcel within the Boston Housing Authority's Mary Ellen McCormack housing development. This is one of the oldest Boston Housing Authority properties and has provided valuable, affordable housing to low income residents for many years.

The vacant lot is directly accessed from O'Connor Way at the intersection of Dorchester Avenue. The surrounding neighborhood includes mixed use 3 story buildings on Dorchester Avenue, a parking lot at the corner of Kemp Street and 2-story brick buildings in the Mary Ellen McCormack Development.

The proposed structure will complete the build-out of the McCormack development and provide a transition from the property to Dorchester Avenue. The building design is more contemporary than either the Mary Ellen McCormack buildings or the residential and retail uses on Dorchester Avenue. While somewhat higher than the surrounding properties, the proposed structure remains modest in scale.

Public Benefits: Affordable Housing and Job Creation

Rental housing in South Boston is high demand, resulting in limited inventory and rapidly increasing rents. The project will eliminate a vacant lot in exchange for much needed affordable senior housing in a manner that is consistent with, and complimentary to, the surrounding neighborhood, thereby enhancing the residential nature of the community. The construction of this much-needed residential housing will provide 46 affordable units. The proposed project will address the City's long standing goals of creating additional affordable housing.

In addition to the creation of affordable housing, the proposed project will create a number of construction jobs as well, for which the project is committed to hiring locally.

Traffic, Parking, and Vehicular and Pedestrian Access

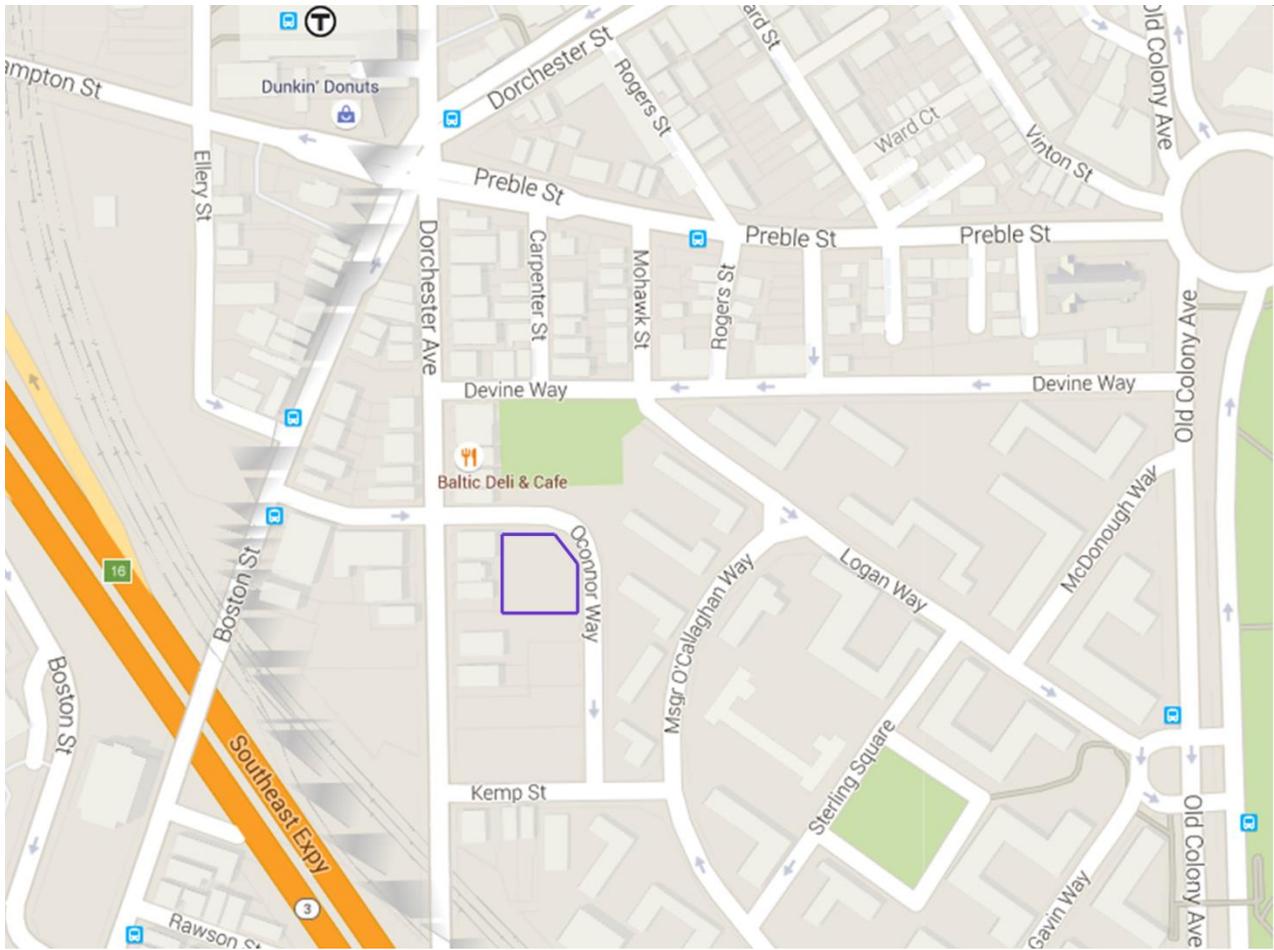
There will be seven on-site, surface automobile parking spaces. They will be placed behind the Dorchester Avenue buildings, shielded with landscape buffers and new trees. The main entrance to the building will be located on O'Connor Way. Adjacent to the main entrance, there will be a driveway that residents and visitors can pull into, in order to get dropped off or to access parking.

This site and the entire area are extremely well-serviced by public transportation. The Andrew Square Red Line MBTA station is less than a quarter mile away and can be reached on foot in

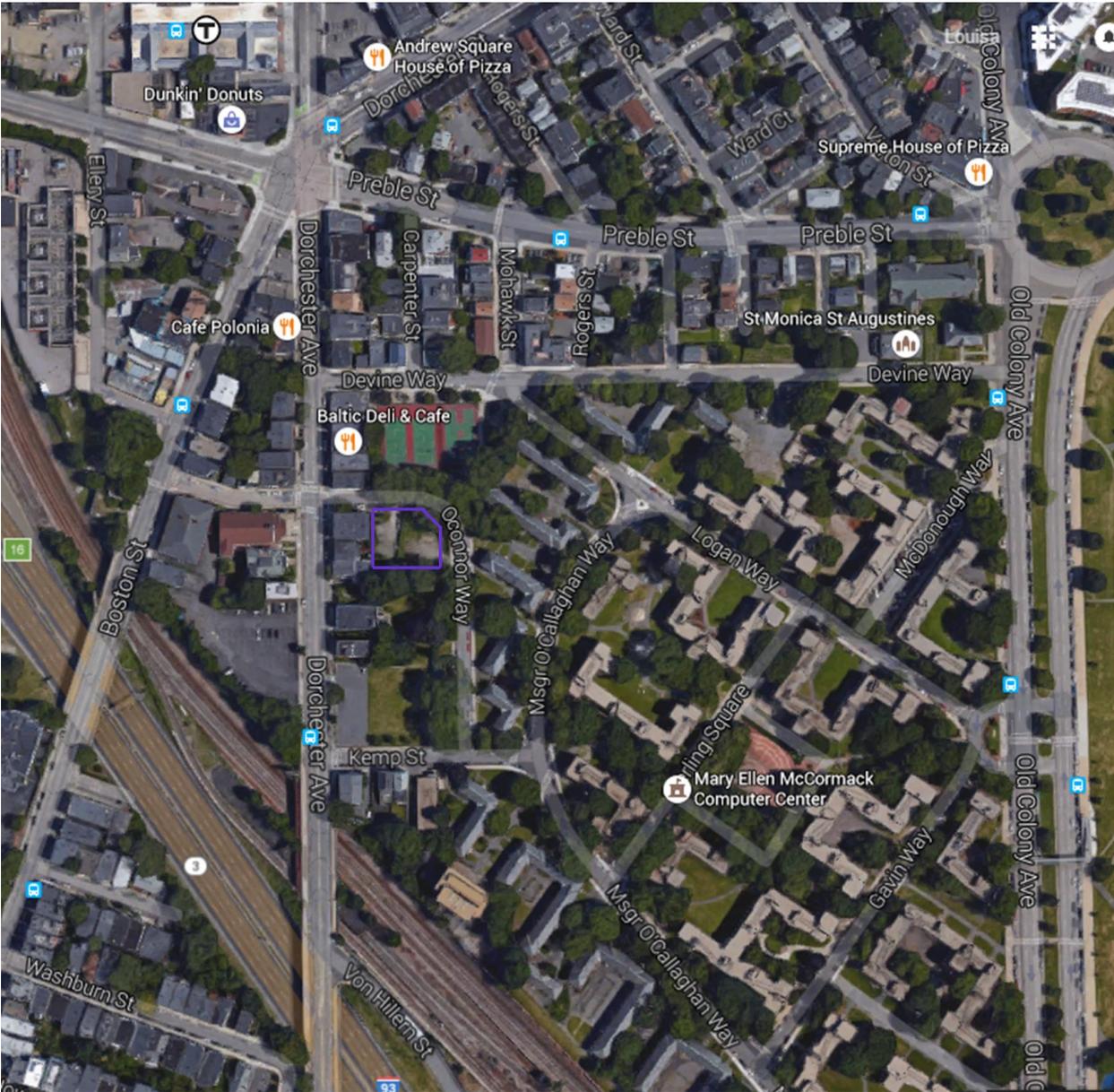
approximately 5 minutes from the site. In addition to the Red Line, Andrew Station offers direct connections to 6 different bus lines serving all sections of the City of Boston.

Pedestrian access is easily accomplished as all streets are serviced by full size sidewalks.

Neighborhood Site Map



Neighborhood Site Map (aerial)



Site Photographs (current conditions)



Neighborhood Photographs



View of Mary Ellen McCormack from O'Connor Way



View of Abutting Properties on Dorchester Ave.

Community Vision, Goals and Impact

Affordable senior housing is an important city-wide issue identified by the Department of Neighborhood Development and the Boston Redevelopment Authority. The RFP issued by the Boston Housing Authority gives additional weight to this important public issue.

South Boston's continuing gentrification, new development, and rising rents increase the housing challenges facing seniors of limited financial means seeking affordable and suitably designed housing.

The goal of providing such housing will be partially met if O'Connor Way receives the required approvals and funding to proceed.

The initial impact will be providing housing for 46 low and very low income seniors aged 62 or more.

Zoning Analysis

Based on Zoning Map 4, this site is located entirely within the H-1 zoning subdistrict and the Restricted Parking Overlay District.

Working with Christian Regnier at the law firm of Goulston & Storrs, counsel to the proponent and Cliff Boehmer and Artan Sadiku of Davis Square Associates, project architect, we have filed a long form permitting application with the City of Boston Inspectional Services Department. Please see attached letter from Goulston & Storrs for more information.

Based on our experts' analysis, we believe O'Connor Way will require the following zoning relief:

- FAR Variance
 - Maximum FAR: 1.0
 - Proposed FAR: 2.69
- Variance for Minimum Lot Size per Dwelling Unit
 - Minimum lot size: 5,000 sq. ft. and a minimum of 1,000 sq. ft. for each additional Dwelling Unit
 - Proposed lot area for each Dwelling Unit: approx. 221 sq. ft.
- Variance for Front Yard
 - Minimum front yard depth: 20 ft.
 - Proposed front yard depth: 0 ft.
- Variance for Side Yard
 - Minimum side yard depth: 12.7 ft.
 - Proposed side yard depth: 3.7 ft.
- Variance for Parapet Setbacks
 - Proposed project will not comply with front, side and rear parapet setbacks
- Variance for Usable Open Space
 - Minimum of usable open space per Dwelling Unit: 400 sq. ft.
 - Proposed project will not comply
- Variance for Parking
 - Required parking spaces: 9
 - Proposed parking spaces: 7
- Variance for Parking Space Design
 - Parking space design requirements: 8.5 ft. by 20 ft.
 - Proposed parking space design: 7 ft. by 20 ft.

December 8, 2015

VIA HAND DELIVERY

City of Boston
Inspectional Services Department
1010 Massachusetts Avenue
Boston, MA 02118
Attn: Mr. William Christopher, Commissioner

Re: 5 Major Michael J. O'Connor Way, South Boston, Massachusetts

Dear Commissioner Christopher:

We enclose a long form building permit application, submitted for zoning denial purposes on behalf of South Boston Neighborhood Development Corporation and Caritas Communities LLC (together, the "**Applicant**"), to construct a new residential building (as further described below, the "**Project**") on that certain parcel of real property located on Major Michael J. O'Connor Way ("**O'Connor Way**") in South Boston, Massachusetts (the "**Site**"). The Applicant has been designated by the Boston Housing Authority as the developer of the Project on the Site. This application includes the following materials:

- (i) ALTA/ACSM Land Title Survey entitled "Existing Conditions Plan, Major Michael J. O'Connor Way, Boston, Mass." dated November 17, 2015, prepared by Feldman Land Surveyors (the "**Survey**");
- (ii) Architectural plan set entitled "O'Connor Way" dated December 4, 2015, prepared by Davis Square Architects, Inc. (the "**Architect**");
- (iii) Zoning Computation Form dated December 4, 2015, prepared by the Architect; and
- (iv) A check payable to the Inspectional Services Department ("**ISD**") for the required nominal filing fee of \$350.00.

This letter also provides additional background information regarding the Site, the Project, and applicable zoning requirements to assist your zoning review. For the reasons described below, we believe the Project will require dimensional variances from floor area ratio ("**FAR**"), minimum lot size per dwelling unit, front yard setback, side yard setback, parapet

setbacks, parking, and usable open space. By this submission to ISD, the Applicant seeks the denial of the building permit application so that an appeal may be filed with the Board of Appeal.

I. The Site

The Site is currently undeveloped land. According to the Survey, the Site is bounded by abutters to the west, O'Connor Way to the north and east, and certain real property owned by the Roman Catholic Archdiocese of Boston to the south. The Site comprises a single lot (Assessing Parcel ID 0702836000) of approximately 15,174 square feet.

II. The Project

The Applicant proposes to construct a single new residential building containing approximately forty-seven (47) residential units. Of the 47 residential units, forty-six (46) units will be affordable senior housing for income eligible occupants of at least sixty-two (62) years of age and one (1) unit will be for managerial use, with unit sizes ranging from 594 square feet to 614 square feet.

The building height will be approximately fifty-two (52) feet, based on the average elevation of the nearest sidewalk at the line of O'Connor Way. The Project will have a total gross floor area of approximately 40,818 square feet. Given a lot size of approximately 15,174 square feet, the Project's FAR will be approximately 2.69.

In addition, the Project will provide a total of approximately seven (7) at-grade parking spaces in the rear of the building.

III. Applicable Zoning

Based on Zoning Map 4, the Site is located entirely within the H-1 zoning subdistrict (the "**H-1 Subdistrict**") and the Restricted Parking Overlay District. Based on our review of the Boston Zoning Code (the "**Code**") and the enclosed materials, we believe the Project will require the following zoning relief:

- a. **FAR Variance:** According to Table B of Article 13 ("**Table B**") of the Code, which sets forth the bulk and dimensional requirements applicable in the H-1 Subdistrict, the maximum FAR is 1.0. According to the enclosed Zoning Computation Form prepared by the Architect, the Project's proposed FAR is approximately 2.69. Because the Project will exceed the maximum FAR permitted within the H-1 Subdistrict, it requires a variance for FAR.
- b. **Variance for Minimum Lot Size per Dwelling Unit.** According to Table B, residential uses in the H-1 Subdistrict require a minimum lot size of 5,000 square feet and a minimum of 1,000 square feet for each additional Dwelling Unit. Based on the current development plans provided by the Architect, the lot area for

each Dwelling Unit will be approximately 221 square feet. Accordingly, the Project requires a variance for minimum lot size per Dwelling Unit.

- c. **Variance for Front Yard.** According to Table B, a lot in the H-1 Subdistrict is required to have a minimum front yard depth of 20 feet (measured from the street to the building). Treating O'Connor Way as the front lot line, the Project will have a front yard of approximately zero (0) feet. In addition, Section 18-2 of the Code states that where, on the same block, two or more buildings front the same side of the same street as the lot in question, the minimum front yard depth is the modal front yard depth of the buildings. The Applicant does not believe that the modal front yard requirement is applicable to the Project. In any case, the Project requires a variance for front yard setback.
- d. **Variance for Side Yard.** Based on the definition of side yard, rear yard and rear lot line provided in Article 2 of the Code, the Applicant believes the southerly lot line to be the Site's side yard. According to Table B, the minimum side yard in an H-1 Subdistrict should be equal to ten (10) feet plus one twentieth of the length of the wall parallel (or 45 degrees of parallel) to the side lot line. However, according to Section 19.4 of the Code, (i) no side yard is required between the front yard required by the Code and a line parallel thereto and seventy feet in the rear thereof; provided, however, that the side yard in the H-1 Subdistrict, if required, need not be greater than twenty (20) feet. According to the enclosed plans and the Zoning Computation Form provided by the Architect, the Project will have a side yard along the southern property line of approximately 3.7 feet, which is less than the minimum required side yard depth of 12.7. Therefore, the Project requires a variance for side yard setback along the southerly lot line.

Based on the definition of side yard, rear yard and rear lot line provided in Article 2 of the Code, the Applicant believes that the rear yard is located along the westerly property line of the Site. As shown on the enclosed plans and Zoning Computation Form, the Project has a required rear yard setback of thirteen (13) feet as prescribed by Table B of the Code, and a proposed rear yard setback of sixteen (16) feet. However, in the event that the westerly lot line of the Site is deemed also to be a side yard, the required minimum side yard setback is 12.8 feet and the proposed side yard setback is sixteen (16) feet as shown on the Zoning Computation Form. In this case, the Project would satisfy the minimum side yard setback and not require a variance for side yard setback along the westerly lot line.

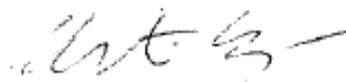
- e. **Variance for Parapet Setbacks.** According to Table B of the Code, the applicable parapet setback requirement in the H-1 Subdistrict is one-sixth of the sum of the height of the building above the height where no setback is required and the length of the wall parallel (or within 45 degrees of parallel) to the lot line, measured parallel to the lot line at the greatest length above the height below

which no setback is required. According to Section 21-2 of the Code, no parapet setback is required from any lot lines below the lower of (i) the combined height of the first and second stories above the grade from which the height of the building is measured or (ii) twenty-five (25) feet. Because the Project will not comply with the front, side and rear parapet setback requirements, as shown on the Zoning Computation Form, the Project requires a variance for front, side and rear parapet setbacks.

- f. **Variance for Usable Open Space.** According to Table B, a minimum of 400 square feet of usable open space per Dwelling Unit is required in the H-1 Subdistrict. As shown on the Zoning Computation Form, 18,800 square feet of usable open space is required for the Project. Because the Project will not comply with this minimum usable open space requirement, it requires a variance for minimum usable open space.
- g. **Variance for Parking.** According to Section 23-1 of the Code, multifamily use in the H-1 Subdistrict is required to have a parking ratio of .9 parking spaces per Dwelling Unit.¹ For the purposes hereof, we have assumed that the Project qualifies as a housing project for elderly persons of low income (see footnote below) and, accordingly, will only be required to provide nine (9) parking spaces (47 Dwelling Units multiplied by the parking ratio of .2 parking spaces per Dwelling Unit). Based on the enclosed plans and the Zoning Computation Form, the Project will provide seven (7) parking spaces. Thus, the Project requires a variance for parking space ratio.
- h. **Variance for Parking Space Design.** Section 23-9 of the Code requires parking spaces to meet various design requirements, such as having all spaces with dimensions of 8.5 feet in width by 20 feet in length. The Project is anticipated to include compact parking spaces of 7 feet in width by 20 feet in length. Therefore, the Project requires a variance for parking space dimensions.

Please feel free to contact me if you have any questions based on our analysis, or if you determine that this application requires additional zoning relief. Thank you for your attention to this matter.

Sincerely,



Christian G. Regnier

¹ However, in the case of housing projects for elderly persons of low income constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937, as amended, the required parking ratio is .2 parking spaces per Dwelling Unit.