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ZC: 4/4/01  
Effective: 4/9/01

BOSTON REDEVELOPMENT AUTHORITY

January 21, 2000  
Revised November 21, 2000

Amended and Restated Development Plan  
for  
Planned Development Area No. 25  
1241-1255 Adams Street, South Dorchester

Baker Square II Limited Partnership, Developer

DEVELOPER: Baker Square II Limited Partnership.

ARCHITECT: The Architectural Team of Chelsea, Massachusetts, or such other architects as may be designated by the Developer from time to time.

SITE DESCRIPTION: The site of the proposed development is a parcel located in the South Dorchester district of Boston. The site is bounded on the south by the Neponset River, on the east by Adams Street, on the west by Central Avenue and on the north by the properties of various landowners and Taylor Terrace, a private way. The site is a long, narrow site having an aggregate frontage on the Neponset River of approximately 1,500 feet. The aggregate area of the site is approximately 7.1 acres, of which approximately 5.5 acres are above the existing high water mark of the Neponset River, and approximately 6.5 acres is counted within the lot area under the Boston Zoning Code. Hereinafter, the site described above, and more particularly described in Exhibit I hereto, will be referred to as the "Site".

LOCATION AND APPEARANCE OF STRUCTURES: The Development is depicted on (i) plans captioned "Grading Plan" prepared by Judith Nitsch Engineering, Inc. for The Architectural Team with the assistance of Geller Associates; (ii) a plan captioned "Preliminary Landscape Plan; MDC Path" prepared by Judith Nitsch Engineering, Inc. for The Architectural Team with the assistance of Geller Associates, and (iii) a plan captioned "Easement Diagram" prepared by The Architectural Team, copies of such plans being included in the set of schematic plans being submitted herewith. Those Schematic Drawings are listed on Exhibit II annexed hereto. Those drawings which are listed as Figures 4 through 10 on Exhibit II were prepared originally for a submission to the Boston Civic Design Commission on March 1, 2000, and do not reflect certain changes to the project in terms of landscaping, site layout and parking within the townhouses which were agreed to in the course of the Commission's review. The other drawings are generally reflective of the project as currently envisioned.

Exterior building materials as to the existing structures will be consistent with the rehabilitation of the existing structures, with the primary materials continuing to be brick. With respect to the

new townhouse structures, the primary exterior material to be utilized will be brick as depicted on the Townhouse Elevation plan included as Schematic Drawing A-9.

GENERAL DESCRIPTION OF PROPOSED DEVELOPMENT AND USE ALLOCATION:

The development proposed for the Site is to consist of approximately 79 additional residential units, of which approximately 12 units will be one-bedroom units and 67 units will be 2 bedroom units. These units are to be located as follows: approximately 61 residential units are to be constructed within the rehabilitated shell of the Baker Mill, these 61 units therefore being situated immediately adjacent to the Neponset River. In addition, it is anticipated that 18 townhouses will be constructed in the narrow portion of the Site near the Site's boundary on Central Avenue. There are 98 existing residential units located within the rehabilitated shells of the Forbes Mill and the former Machinery Building (now known as the Park Mill). A total of approximately 324 parking spaces will be included in the development (no more than 329 and no fewer than 309), of which it is currently anticipated 25 will be in the Forbes Mill, 34 will be in the Power House, 10 will be in the building known variously as the Old Garage or the Refrigeration Plant, 36 will be located within the townhouses and the remaining 219 will be elsewhere on site, replacing those parking spaces which exist today and adding thereto. Hereinafter the foregoing construction will be referred to as the "Development".

The allocation of uses within the Site will be as follows. (a) the primary uses of the structures and areas previously rehabilitated will be multi-family dwellings (Use Item 7 under the Boston Zoning Code), a private club (Use Item 30), parking lots (Use Item 58), a parking garage (Use Item 59), accessory fuel storage use (Use Item 80), accessory parking (Use Item 72), and an accessory indoor swimming pool (Use Item 72A); (b) the primary uses of the structures and areas to be rehabilitated will be for multi-family dwellings (Use Item 7 under the Boston Zoning Code), parking lots (Use Item 58), a parking garage (Use Item 59), accessory fuel storage use (Use Item 80) and accessory parking (Use Item 72), (c) the primary uses of the new structures will be for attached or row houses occupied by not more than one family in each structure between fire walls (Use Item 3), parking lots (Use Item 58), parking garages (Use Item 59), accessory fuel storage use (Use Item 80) and accessory parking (Use Item 72), and (d) the primary use of certain spaces partially in public ownership and partially in private ownership will be open space (Use Item 27). Finally, various uses ancillary to the foregoing uses may be designed into the project (Use Item 71).

ESTIMATED CONSTRUCTION TIME: Review of the Development is expected to be completed on or about March 1, 2001. Subject to market conditions, construction of the Development will be commenced at such time as the building permit and other required permits have issued, and will be completed approximately 18 months thereafter.

PROJECTED NUMBER OF EMPLOYEES: The development will involve approximately 30 jobs during the construction phase and approximately 1 job during the permanent phase. The Developer shall submit a Boston Resident Construction Employment Plan in accordance with the Mayor's Executive Order of July 12, 1985 and Chapter 12 as amended by Chapter 17 of the Ordinances of 1986.

**AFFIRMATIVE FAIR MARKETING PLAN:** The Developer shall submit a Fair Housing Plan for the sale of the condominium units within the development. The Developer is not the subject of any outstanding Equal Opportunity/Fair Housing complaints.

**AFFORDABLE HOUSING:** The Developer has agreed to enter into a Cooperation Agreement with the Authority to provide affordable neighborhood housing on site in accordance with that agreement. Although the Development is not in fact subject to the Development Impact Project Requirements set forth in Articles 26, 26A, 26B and 80 of the Boston Zoning Code, in response to indications from the staff of the Boston Redevelopment Authority that the Authority believes that this project ought to include a financial commitment toward the creation of affordable housing, the Developer has agreed with the BRA that the Baker Mill will include 8 units of housing which will be affordable in addition to the 15 units of affordable housing included in the Forbes building and Park Mill in the first phase, for a total of 23 units overall, representing nearly 13% of the housing units included in the development. Of the 8 units being included in this second phase, three such units will be affordable by families whose income is at or below 120% of the median income for the Boston MSA, three such units will be affordable by families whose income is at or below 100% of the median income for the Boston MSA and two such units will be affordable by families whose income is 80% of the median income for the Boston MSA.

**BUILDING DIMENSIONS:** The residential construction within the Baker Mill, the Old Garage/Refrigeration Plant and the Power House will be included largely within the existing shells, and therefore the building dimensions of those structures will remain substantially as they are today, although certain headhouses and roof decks will be located on the Baker Mill which may project up to 9 feet above the existing roof level. The new townhouse structures will have a building footprints of approximately 4,788 square feet (exclusive of the outdoor patios) for Buildings A and C, and 4,773 square feet (exclusive of the outdoor patios) for Building B, with the footprints having the approximate shapes outlined on the Site Plan, for a total footprint for all townhouse structures of approximately 14,339 square feet. These structures will not exceed 50 feet in height above grade. The building dimensions shall in any event conform with the approved Schematic Drawings listed in Exhibit II hereto as modified in the course of final design review.

**TRANSPORTATION ACCESS PLAN:** The Developer shall enter into a Transportation Access Plan Agreement with the Authority and the City of Boston to provide adequate measures to mitigate transportation impacts from the development.

**PROPOSED TRAFFIC CIRCULATION:** Traffic circulation through the Development will involve entrances and/or exits to and from Adams Street and Central Avenue, with an internal circulation pattern in the approximate location shown in the Site Plan and set forth in the Transportation Access Plan Agreement.

**PARKING FACILITIES:** Parking will be maintained at a ratio (inclusive of visitor parking) equal to or in excess of 1.5 parking spaces for each residential unit constructed during the various subphases of the development, such standard to be incorporated into the Transportation Access Plan Agreement, with the ultimate ratios achieved at the conclusion of each subphase to be approximately 1.82 and 1.86, respectively, both inclusive of visitor parking.

**ACCESS TO PUBLIC TRANSPORTATION:** Access to public transportation in the area is excellent. There is an existing Massachusetts Bay Transportation Authority station located on the southerly side of the Neponset River off Adams Street approximately 250 feet from the Adams Street entrance to the proposed Development. In addition, there is a second existing MBTA station located on the southerly side of the Neponset River west of Central Avenue, approximately 250 feet from the Central Avenue entrance to the proposed Development. In addition, public transportation facilities include three MBTA bus routes which pass through Pierce Square: Route 27 between Mattapan and Ashmont station, Route 217 between Ashmont and Wollaston Beach, and Route 240 between Avon Circle (Avon) and Ashmont. In addition, the Developer will request that the Baker Square Condominium Trust do the following: (i) post informational materials on MBTA services on a community bulletin board in a common area within the condominium, (ii) coordinate the ordering of MBTA trolley and bus passes for residents to simplify and encourage the utilization of public transit, and (iii) contact "Caravan for Commuters", a City of Boston service that offers assistance to commuters who are interested in ridesharing, and post information on such community bulletin board to solicit interest among the condominium residents.

**OPEN SPACES AND LANDSCAPING:** Most of the portions of the Site not devoted to building footprints, or to the internal vehicular and pedestrian traffic circulation systems, will be devoted to landscaped open spaces.

It is further anticipated, although arrangements have not as yet been concluded fully, that easements for access by the public to certain portions of the site will be conveyed to the Commonwealth of Massachusetts, acting through the Metropolitan District Commission (or to a land trust or other non-profit entity satisfactory to the MDC and the Developer). Such easements shall include both an easement associated with the extension of the proposed MDC multi-purpose path onto the site, and an easement through Baker Court to the MDC multi-purpose path intended to meet certain public access requirements under M.G.L., chapter 91. The former easement will be conveyed in exchange for consideration currently estimated at \$150,000, and the latter will be conveyed without monetary consideration. Such easements also shall provide for public access sunrise to sunset along the northerly edge of the Neponset River and through Baker Court, subject to the Developer's reasonable needs to limit or interrupt such use during construction, and subject further to reasonable rules and regulations as to behavior of the public.

**COMPLIANCE WITH APPROVED DRAWINGS:** Developer will construct the development in accordance with the Schematic Drawings for the development, more specifically described on an Exhibit II to this plan.

**DESIGN REVIEW PROCEDURES:** The Schematic Drawings listed in Exhibit II hereto have been submitted to the Authority for its approval. Those drawings which are listed as Figures 4 through 10 on Exhibit II were prepared originally for a submission to the Boston Civic Design Commission on March 1, 2000, and do not reflect certain changes to the project in terms of landscaping, site layout and parking within the townhouses which were agreed to in the course of the Commission's review. The other drawings are generally reflective of the project as currently envisioned. The design and dimensional requirements of the proposed development as approved in the Schematic Drawings when approved may be subject to minor modification as the result of

continuing development review. Final Working Drawings and Specifications approved by the Authority shall be conclusively deemed to be in conformity with this Development Plan.

**PROPOSED USES:** The Site currently is located in three different zoning areas under the Boston Zoning Code: the easterly portion of the Site, is zoned "M-2-D"; the central portion of the Site is zoned "R-5-D"; and the westerly portion of the Site is zoned "M-1-D". The allocation of uses within the Site will be as follows. The allocation of uses within the Site will be as follows. (a) the primary use of the structures and areas previously rehabilitated will be for multi-family dwellings (Use Item 7 under the Boston Zoning Code), a private club (Use Item 30), parking lots (Use Item 58), a parking garage (Use Item 59), accessory fuel storage use (Use Item 80), accessory parking (Use Item 72), and an accessory indoor swimming pool (Use Item 72A); (b) the primary use of the structures and areas to be rehabilitated will be for multi-family dwellings (Use Item 7 under the Boston Zoning Code), parking lots (Use Item 58), parking garages (Use Item 59), accessory fuel storage use (Use Item 80) and accessory parking (Use Item 72), (c) the primary use of the structures to be newly constructed will be for attached or row house occupied by not more than one family in each structure between fire walls (Use Item 3), parking lots (Use Item 58), parking garages (Use Item 59), accessory fuel storage use (Use Item 80) and accessory parking (Use Item 72), and (d) the primary use of certain spaces partially in public ownership and partially in private ownership will be open space (Use Item 27). Finally, various uses ancillary to the foregoing uses may be designed into the project (Use Item 71), as may various uses accessory to the foregoing uses (Use Item 85). Zoning relief required for the uses referred to above is set forth hereinafter.

**ZONING:** The present district designations are as outlined above in section captioned "Proposed Uses". The entire Site has been designated as a Planned Development Area or "D" Overlay District. Without limitation, the project will require the following relief from the Boston Zoning Code: exceptions under Sections 3-1A and 6A-1 of the Boston Zoning Code as set forth on Exhibit III annexed hereto, permits for all conditional uses under Section 6-1 of the Boston Zoning Code as set forth on Exhibit III annexed hereto, and an interpretation as to the Boston Zoning Code as set forth in Exhibit III hereto. Furthermore, in accordance with Section 80C-9 of the Code, upon issuance by the Director of the Authority of a Certificate of Consistency for the development under Planned Development Area Review, the project shall be deemed to be in compliance with the requirements of the underlying zoning, and all necessary exceptions, conditional use permits and interpretations necessary or appropriate for the construction and use of the project shall be deemed to have been granted by the Authority and the Zoning Commission and other applicable City agencies. Additional zoning relief may be sought to the extent necessary by reason of the adoption of amendments to the Boston Zoning Code adopted prior to the issuance of necessary building permit(s) for the development.

EXHIBIT I  
TO DEVELOPMENT PLAN FOR  
PLANNED DEVELOPMENT AREA NO. 25

Beginning at a point in the easterly line of Central Avenue at the northerly bank of the Neponset River, at mean high water mark;

THENCE by Central Avenue, ninety-six (96) feet, more or less, to a point at land now or formerly of the Boston Edison Company;

THENCE by land now or formerly of the Boston Edison Company North  $75^{\circ} 26' 42''$  East, a distance of one hundred fifteen and  $47/100$  (115.47) feet to a point;

THENCE by land now or formerly owned by the Boston Edison Company South  $16^{\circ} 19' 47''$  East, a distance of fourteen and  $28/100$  (14.28) feet to a point;

THENCE by land now or formerly owned by the Boston Edison Company North  $77^{\circ} 41' 00''$  East, a distance of forty-eight and  $14/100$  (48.14) feet to a point;

THENCE by land now or formerly owned by Boston Edison Company North  $15^{\circ} 47' 18''$  West, a distance of eighteen and  $17/100$  (18.17) feet to a point;

THENCE by land now or formerly of Paul J. Martino North  $65^{\circ} 10' 36''$  East, a distance of one hundred seventy-eight and  $31/100$  (178.31) feet to a point;

THENCE by land now or formerly of Glen A. Oxton North  $67^{\circ} 33' 11''$  East, a distance of fifty-three and  $69/100$  (53.69) feet to a point;

THENCE by land now or formerly owned by Joseph L. Botti, Jr., including the southerly terminus of Taylor Terrace, a private way, North  $79^{\circ} 48' 58''$  East, a distance of one hundred sixty and  $56/100$  (156.56) feet to a point;

THENCE by land now or formerly of the Dorchester Lower Mills Knights of Columbus North  $81^{\circ} 31' 47''$  East, a distance of ninety and  $74/100$  (90.74) feet to a point;

THENCE by land now or formerly owned by High Voltage Engineering South  $19^{\circ} 42' 13''$  East, a distance of twenty-seven and  $04/100$  (27.04) feet to a point;

THENCE by land now or formerly owned by High Voltage Engineering North  $68^{\circ} 48' 43''$  East, a distance of two hundred seventy-nine and  $00/100$  (279.00) feet to a point;

THENCE by land now or formerly of High Voltage Engineering, Inc. South  $21^{\circ} 11' 17''$  East, a distance of twenty-seven and  $12/100$  (27.12) feet to a point;

THENCE by land now or formerly owned by High Voltage Engineering North  $68^{\circ} 48' 43''$  East, a distance of seventy-two and  $02/100$  (72.02) feet to a point;

THENCE by land now or formerly of High Voltage Engineering South 21° 11' 17" East, a distance of twelve and 00/100 (12.00) feet to a point;

THENCE by land now or formerly of High Voltage Engineering North 68° 48' 43" East, a distance of one hundred thirty-six and 52/100 (136.52) feet to a point;

THENCE by land now or formerly of Lower Mills Associates Limited Partnership South 00° 37' 01" West, a distance of eleven and 08/100 (11.08) feet to a point;

THENCE by land now or formerly of Lower Mills Associates Limited Partnership South 34° 37' 23" East, a distance of fifty-nine and 43/100 (59.43) feet to a point;

THENCE by land now or formerly of Lower Mills Associates Limited Partnership North 55° 22' 37" East, a distance of one hundred forty-six and 73/100 (146.73) feet to a point;

THENCE by land now or formerly owned by Bertram R. Paley, as Trustee of Walter Baker Realty Trust, South 51° 33' 46" East, a distance of one hundred sixty-four and 45/100 (164.45) feet to a point in the westerly sideline of Adams Street;

THENCE by the westerly sideline of Adams Street by a curve having a radius of four hundred twenty (420) feet, a distance of ninety-six and 89/100 (96.89) feet to a point;

THENCE along the westerly sideline of Adams Street by a curve having a radius of three hundred forty and 77/100 (340.77) feet, a distance of one hundred twenty-one and 70/100 (121.70) feet to a point on the dividing line between Boston and Milton;

THENCE by the dividing line between Boston and Milton a distance of approximately six hundred ninety four and 00/100 (694.00) feet to a point at land formerly of Durell;

THENCE by land formerly of Durell, about sixty-five (65) feet to the northerly bank of the Neponset River at mean high water mark; and

THENCE by said mean high water mark, seven hundred (700) feet, more or less, to the point of beginning.

Excluding herefrom any land taken in fee by the Commonwealth of Massachusetts pursuant to that Order of Taking dated October 25, 1962, recorded in Book 7697, Page 235, which land is more particularly described in said Order as Parcel II shown on Land Taking Plans numbered N.R.F.C.-1 to N.R.F.C.-5, inclusive, entitled "Commonwealth of Massachusetts, Metropolitan District Commission, Construction Division, Neponset River Flood Control, July 19, 1962, Frederick W. Gow, Chief Engineer," being Plans Accession Nos. 58603, 58604, 58605, 58606 and 58607, copies of which were recorded with said Order of Taking said Parcel II being described as follows therein:

"Parcel II (Suffolk County): Beginning at a point at the southwesterly corner of said parcel, as shown on Plan Accession No. 58603, at the County line between Suffolk and Norfolk Counties, thence north 18 01' 00" west sixty-six (66) feet more or less to a point;

Thence north  $73^{\circ} 12' 30''$  east sixteen and  $\frac{8}{10}$  (16.8) feet more or less to a point;

Thence south  $16^{\circ} 47' 30''$  east eighteen and  $\frac{5}{10}$  (18.5) feet to a point;

Thence north  $73^{\circ} 12' 30''$  east three and  $\frac{6}{10}$  (3.6) feet to a point;

Thence south  $18^{\circ} 01' 00''$  east forty-six (46) feet more or less to a point;

Thence generally westerly along said County line twenty (20) feet more or less to the point of beginning."

Such parcel of land also includes all right, title and interest, if any, to the soil under Adams Street and Central Avenue, so far as the same is included within the sidelines of the parcel described extended to the center lines of said streets, and together with all of the right, title and interest of the Developer in land southerly of the aforesaid retaining wall and in the bed of the Neponset River adjacent to the above-described land, as well as any other right, title and interest in and to said land within the aforesaid boundaries as may be hereinafter acquired by reason of boundary line adjustments, easements or the like.



EXHIBIT II  
 TO AMENDED AND RESTATED DEVELOPMENT PLAN FOR  
 PLANNED DEVELOPMENT AREA NO. 25

Schematic Drawings Approved

<u>Title</u>	<u>Number</u>	<u>Last Revision Date</u>
EXISTING CONDITIONS SURVEY PLAN	S-1A	01/07/99
EXISTING CONDITIONS SURVEY PLAN	S-1B	01/07/99
GRADING PLAN	S-2A	03/27/00
GRADING PLAN	S-2B	03/27/00
SCHEMATIC LANDSCAPE PLAN; MDC PATH	Figure 3	03/24/00
FIRST FLOOR PLAN, BAKER MILL; BAKER COURT	Figure 4	03/01/00
TYPICAL FLOOR, 6TH FLOOR, LOFT FLOOR PLAN; EAST, SOUTH, WEST ELEVATIONS, BAKER MILL	Figure 5	03/01/00
WEST, SOUTH, EAST ELEVATIONS, REFRIGERATION PLANT; WEST, SOUTH, EAST ELEVATIONS, POWERHOUSE	Figure 6	03/01/00
GARAGE PLAN, FIRST FLOOR PLAN, SECOND FLOOR PLAN, ATTIC PLAN, SOUTH ELEVATIONS, TOWNHOUSES	Figure 7	03/01/00
SITE SECTIONS, PRIOR TO AND AFTER MDC PATH	Figure 8	03/01/00
VIEW LOOKING EAST ON SITE	Figure 9	03/01/00
VIEW LOOKING WEST ON BAKER COURT, VIEW LOOKING SOUTHEAST ON BAKER COURT	Figure 10	03/01/00
SIGHT LINE ILLUSTRATION	Figure 11	03/01/00
EASEMENT DIAGRAM	Figure 12	08/07/00
FIRST FLOOR, BAKER MILL	A-1	03/27/00
TYPICAL SECOND THRU FIFTH FLOOR, BAKER MILL	A-2	03/27/00

<u>Title</u>	<u>Number</u>	<u>Last Revision Date</u>
SIXTH FLOOR PLAN, BAKER MILL	A-3	03/27/00
LOFT PLAN, BAKER MILL	A-4	03/27/00
BAKER MILL, PROPOSED ELEVATIONS	A-5	12/14/99
BAKER MILL, PROPOSED ELEVATIONS	A-6	03/27/00
TOWNHOUSE GARAGE AND FIRST FLOOR PLANS - BUILDINGS A & C	A-7A	03/27/00
TOWNHOUSE GARAGE AND FIRST FLOOR PLANS - BUILDING B	A-7B	03/27/00
TOWNHOUSE SECOND AND ATTIC FLOOR PLANS - BUILDINGS A & C	A-8A	03/27/00
TOWNHOUSE SECOND AND ATTIC FLOOR PLANS - BUILDING B	A-8A	03/27/00
TOWNHOUSE ELEVATIONS	A-9	03/27/00
PROPOSED CARRIAGE HOUSE ELEVATIONS	A-10	12/14/99
PROPOSED POWER HOUSE ELEVATIONS	A-11	12/14/99

EXHIBIT III  
TO DEVELOPMENT PLAN FOR  
PLANNED DEVELOPMENT AREA NO. 25

Section

Section 8-7

Uses

<u>Use No.</u>	<u>Use Item</u>	<u>R-5</u>	<u>M-1</u>	<u>M-2</u>
3	Attached or row house occupied by not more than one family in each structure between fire walls.....	A	F	F
7	Building or group of buildings for occupancy by three or more families in separate dwelling units including apartment hotel without accessory uses in Use Item No.78.....	N/A	N/A	C
27	Open space in public ownership dedicated to or appropriated to active or passive recreational use or to the conservation of natural resources; including but not limited to the waterway areas, beaches, reservations, parks, and playgrounds within the boundaries of the City of Boston; or, open space in private ownership for active or passive recreational use or for the conservation of natural resources.....	A	A	A
30	Private club (including quarters of fraternal organizations) operated for members only.....	N/A	N/A	C
58	Parking lot.....	C*	A	A
	*Provided that the parking lot abuts or is across the street from an L, B, M, I or W district and is operated by an establishment in such district exclusively for the parking of motor vehicles (other than trucks) of, and without charge to, its employees, customers and guests; and provided further, in either case, that no vehicle is parked in the front yard required by this code or within a distance equal to the side of the yard so required from any side or rear lot line adjoining a lot in an S, R or H district, that all lighting is so arranged as to shine downward and away from streets and adjoining lots, and that the parking lot is adequately screened from all streets and adjoining lots.			
59	Parking garage.....	C*	A	A
	*Provided that the parking garage is operated exclusively for the parking of motor vehicles (other than trucks) of persons living in the neighborhood except that gasoline and oil may be sold if sales thereof are limited to tenants of the garage and are completely consummated entirely within the garage.			

<u>Use No.</u>	<u>Use Item</u>	<u>R-5</u>	<u>M-1</u>	<u>M-2</u>
71	Any use on a lot adjacent to, or across the street, from, but in the same district as, a lawful use to which it is ancillary and ordinarily incident and for which it would be a lawful accessory use if it were on the same lot; any such use on such a lot in another district unless such use is a use specifically forbidden in such other district .....	C*	C*	C*
	*Provided that any such use shall be subject to the same restrictions, conditions, limitations, provisions and safeguards as the uses to which it is ancillary.			
72	As an accessory use subject to the limitations and restrictions of Article 10, a garage or parking space for occupants, employees, customers, students and visitors; provided that in the case of a lot lying in two or more districts, such parking is accessory to a use that is lawful in the district in which such parking is located .....	A*	A	A
	*Provided that where a garage or parking space is accessory to a dwelling use in an S, R, or H district, there is space for no more than three vehicles for each dwelling unit, none of which shall be a commercial vehicle with a maximum load capacity of more than 1-1/2 tons, and not more than one of which shall be a commercial vehicle with a maximum load capacity of 1-1/2 tons or less.			
72A	As an accessory use subject to the limitations and restrictions of Article 10, a swimming pool or tennis court not within a required front yard.....	N/A	N/A	A*
	*Provided that it is more than four feet from every lot line, and in the case of a swimming pool, that if it is within ten feet of a lot line, it is screened therefrom to a height of at least six feet by a concealing fence.			
80	As an accessory use subject to the limitations and restrictions of Article 10, the storage of flammable liquids and gases incidental to a lawful use.....	A	A	A
85	As an accessory use subject to the limitations and restrictions of Article 10, any use ancillary to, and ordinarily incident to, a lawful main use .....	A*	A*	A*
	*Provided that such use is not a use specifically forbidden in such district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisions and safeguards as the use to which it is accessory.			

Note: F = Forbidden  
C = Conditional  
A = Allowed  
N/A = Not Applicable

Conditional use permits may be sought for conditional uses either instead of or in addition to exceptions.

**Required**

**Provided**

Section 14-1  
Minimum Lot  
Size

In the R-.5 District, 2.0 acres. No minimum lot size requirements exist in the M-1 District and the M-2 District.

“Lots” around each of the dwellings located in the R-.5 District, the M-1 District and the M-2 District, which “lots” are mandated under Sections 14-5(c) and 22-4, will not meet the minimum lot size requirement of the R-.5 District.

Section 14-2  
Lot Area Per  
Dwelling Unit

In the R-.5 District, 3,000 feet for every dwelling unit beyond the first 30; no requirement in M-1 District and the M-2 District.

“Lots” around each of the dwellings located in the R-.5 District, the M-1 District and the M-2 District, which lots are mandated under Sections 14-5(c) and 22-4, will not meet the additional lot area requirement of the R-.5 District.

Section 14-4  
Minimum Lot  
Frontage

200 feet required in the R-.5 District. No requirement in the M-1 District and the M-2 District.

Lot frontage is approximately 241.13 feet on Adams Street, but this is not within the R-.5 District. Only 79.87 feet of frontage exists on Central Avenue, and again this is not within the R-.5 District. No frontage is provided in the R-.5 District.

Section 14-5 (b)  
Building on  
Rear of Lot

In the R-.5 District, the minimum width and street frontage of unobstructed access to rear dwelling and access must not be in side yard required for front buildings under the code. No requirement in the M-1 District and the M-2 District.

Dwellings in the R-.5 District, the M-1 District and the M-2 District will not have access meeting such requirements of the R-.5 District.

Section 14-5 (c)  
Building on  
Rear of Lot

In the R-.5 District, distance between two dwellings must be at least 80 feet; requirements with respect to lot size, open space, front yard, rear yard and side yards shall apply as if such dwelling were on separate lot. Not applicable in the M-1 District and the M-2 District, except as made applicable under Section 19-5 regarding side yards.

Variable distances of less than 80 feet will be provided between the dwellings in the R-.5 District, the M-1 District and the M-2 District. Deviations from the other requirements are listed under Sections 14-1, 14-2, 17-1, 18-1, 19-1 and 20-1 and also constitute deviations from this Section.

Section 15-1 Floor Area Ratio	In the R-.5 District, a maximum ratio of 0.5; in the M-1 District a maximum ratio of 1.0; and the M-2 District a maximum ratio of 2.0.	In District R-.5, approximately 0.82; in District M-1, approximately 0.36; in District M-2, approximately 0.77, in each case for the future construction only, and approximately 1.18 for both past and future construction. The overall FAR will be approximately 0.63 for the future construction, and will be approximately 1.18 for both past and future construction..
Section 16-1 Maximum Height of Buildings	In the R-.5 District, maxima of 2 stories and 35 feet; in the M-1 District maxima of 2 and 1/2 stories and 35 feet; in the M-2 District, no requirement.	Townhouse structures containing dwellings on the portions of the lot in the R-.5 District, the M-1 District and the M-2 District will contain 3 stories above a basement level and will be up to 50 feet in height above grade. Structures to be rehabilitated to contain dwellings in the preexisting buildings on the portion of the lot in District M-2 will contain up to seven stories (six stories with a loft level) above a basement level, and will be up to 90 feet in height above grade, inclusive of stairway headhouses, parapets and roof decks.
Section 17-1 Minimum Usable Open Space	In the R-.5 District, a minimum of 1000 square feet per dwelling unit. No requirement in the M-1 District and the M-2 District.	Dwellings on the portions of the lot in the R-.5 District, the M-1 District and the M-2 District, respectively, will not meet this requirement of the R-.5 District.
Section 18-1 Front Yards	In the R-.5 District, a front yard of 25 feet in depth is required; in the M-1 District, a front yard of 20 feet of depth is required; in the M-2 District, there is no front yard requirement.	Dwellings on the portions of the lot in the R-.5 District, the M-1 District and the M-2 District, respectively, will not meet the front yard requirements of the R-.5 or the M-1 Districts, having front yards as little as approximately 3 feet in depth.

Section 19-1  
Side Yard  
Requirements

In the R-.5 District, 10 feet; in the M-1 District and the M-2 District, no requirement, except to the extent a lot has a side lot line "abutting" an R-.5 District, 10 feet by reason of the effect of Section 19-5.

The new townhouses (exclusive of decks) will have side yards measuring as little as approximately 7 feet in the R-.5 District, side yards measuring as little as approximately 5 feet in the M-1 District, and side yards measuring as little as approximately 32 feet in the M-2 District. The Forbes Building will have a side yard of approximately 6 feet in one location. The Baker Mill, existing Garage and Power House will have no side yard on the Neponset River. If land southerly of the retaining wall is locus, the wall may exceed the permitted wall height.

Section 20-1  
Rear Yard  
Requirement

In the R-.5 District, 40 feet; in the M-1 District, 20 feet; in the M-2 District, 12 feet; on "through" lots, any rear yard requirement is inapplicable, except to the extent a lot has a side lot line "abutting" an R-.5 District, the rear yard specified must be increased by 10 feet by reason of the effect of Section 20-5.

There will be no rear yard between the Baker Building and the existing Old Garage/Refrigeration Plant and the rear yard between the existing Old Garage/Refrigeration Plant and the existing Power House will be approximately 8 feet. The dwellings on the portions of the lot in the M-1 District, the R-.5 District and the M-2 District, respectively, will not meet any requirements applicable to the M-1, R-.5 and M-2 portions of the lot.

Section 21-1  
Setback  
Requirements

In the R-.5 District, none; in the M-1 District and the M-2 District, variable requirements for setbacks from streets and side lot lines, including side lot lines of "lots" created by reason of Section 22-4.

In the M-1 District and the M-2 District, variable setbacks will be provided which will be less than the required setbacks.



Section 22-1  
Yard  
Regulations in  
Residential  
Districts

In the R-.5 District, every required yard shall be (i) at a level no higher than "grade" level of the lot as defined in Section 2-1(22) along every lot line on which such yard abuts, or (ii) if the grade level of the abutting lot is higher, at a level no higher than such higher level.

Dwellings on the portion of the lot in the R-.5 District will not comply with this requirement of the R-.5 District.

Section 22-2  
Yard  
Regulations in  
Other Districts

In the M-1 District and the M-2 District, every front yard shall be at "grade" level; and every rear yard and every side yard not abutting a street line shall be along every lot line on which such yard abuts, at a level no higher than the level of the lowest window sill in the lowest room designed for human occupancy or so occupied, and relying upon natural light or natural ventilation from windows opening on such yard.

Northerly and easterly side lot lines in the M-1 District and the M-2 District will be above first floor sills for the townhouses, the Machinery Building and the Forbes Building.

Section 22-2A  
Landscaping or  
Screening of  
Lots in M, I and  
W Districts that  
abut S, R or H  
Districts

Screening or landscaping between side yard abutting R-.5 District and such District, design to be approved by the BRA.

None to be provided.

Section 22-3  
Underground  
Encroachments

Garage or storage of flammable liquids or gases underground within any rear yard or side yard required shall not extend more than five feet above grade.

Parking and flammables storage within side yards may extend more than 5 feet above grade.

Section 22-4  
Two or More  
Dwellings on  
Same Lot

Dwellings shall be separated by required yards and parapet setbacks as if on separate lots; Section 14-5(c) is to be adhered to.

See deviations set forth under Sections 14-5(c), 18-1, 19-1, 20-1 and 21-1.

Section 23-8(b)  
Location

Common parking facilities cooperatively established and operated to service two or more uses of the same or different types require permission of Board of Appeal; provided that there is a permanent allocation of the required number of spaces for each use.

No permanent allocation of spaces is to be made to the various main, accessory and ancillary uses, and the permission of the Board of Appeal may not be obtained.

Section 25-5

Basements of all structures within the flood hazard district shall be elevated to or above the base flood elevation, or Board of Appeal must grant permission for reconstruction, structural change or extension thereof, provided that nonconformity is not increased. New construction in floodway may not increase flood levels during base flood discharge.

Exception will be required only if the Baker Mill is interpreted to have a basement within the flood hazard district. New construction in floodway may increase flood levels during base flood discharge.

Amendment and Restated Development Plan  
for Planned Development Area No. 25, 1241-  
1255 Adams Street, Dorchester (Baker  
Chocolate Mill)

Boston Redevelopment Authority on behalf of  
Baker Square II Limited Partnership

AMENDED AND RESTATED DEVELOPMENT PLAN  
FOR  
PLANNED DEVELOPMENT AREA NO. 25  
1241-1255 ADAMS STREET, DORCHESTER

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby approve the Amended and Restated Development Plan for Planned Development Area No. 25, 1241-1255 Adams Street, Dorchester, dated January 21, 2000, revised November 21, 2000, and approved by the Boston Redevelopment Authority on January 25, 2001.

Said Amended and Restated Development Plan amends "Development Plan for Planned Development Area No. 25, 1235-1245 Adams Street, South Dorchester," approved by the Authority on March 26, 1987, and approved by the Zoning Commission on May 5, 1987, effective, June 1, 1987. Planned Development Area No. 25 was designated on "Map 8, South Dorchester" of the series of maps entitled "Zoning Districts City of Boston" dated August 15, 1962, as amended, by Map Amendment No. 200, adopted by the Zoning Commission on May 5, 1987, effective June 1, 1987.

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\*Date of public notice: February 15, 2001 (see St. 1956, c. 665, s. 5)

Amended and Restated Development Plan for Planned Development Area No. 25, 1241-1255 Adams Street, Dorchester

*R. L. Mann*

Chairman

*Robert Jordan*

Vice Chairman

*James Clark*

*Mark [unclear]*

*Marie [unclear]*

*Marie [unclear]*

*Jim Stutton*

*Michael L. Foley*

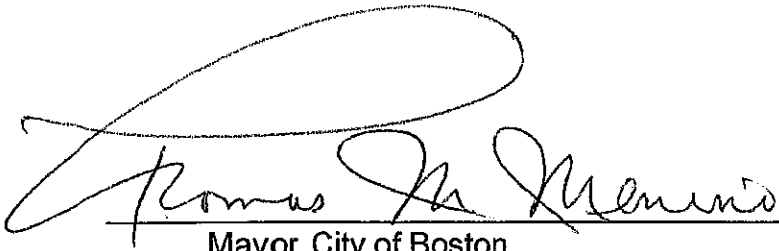
In Zoning Commission

Adopted: April 4, 2001

Attest:

*[Signature]*  
Secretary

Amended and Restated Development Plan for Planned Development Area No. 25, 1241-1255 Adams Street, Dorchester

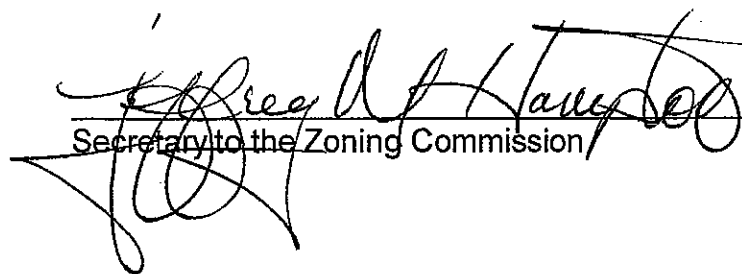
  
\_\_\_\_\_  
Mayor, City of Boston

Date: 4/9/01

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The foregoing Amended and Restated Development was presented to the Mayor on APRIL 4, 2001, and was signed by him on APRIL 9, 2001, whereupon it became effective on APRIL 9, 2001, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:

  
\_\_\_\_\_  
Secretary to the Zoning Commission

[11/21/00]

**BOSTON REDEVELOPMENT AUTHORITY**  
**Amended and Restated Development Plan for Planned**  
**Development Area No. 25**

**Amended and Restated Fact Sheet**

**BAKER MILLS SITE**  
1241-1255 Adams Street, South Dorchester

- DEVELOPER** Baker Chocolate II Limited Partnership, consisting of Winn Baker Corporation and Baker Square Limited Partnership.
- ARCHITECT** The Architectural Team of Chelsea (architects of record); Judith Nitsch Engineering, Inc. of Boston (site design); Rizzo Associates, Inc. of Natick (environmental coordinators); TEPP LLC of Concord, New Hampshire (traffic consultants); Epsilon Associates of Maynard (historic and waterways consultants) and Geller Associates of Boston (landscape design).
- SITE DESCRIPTION** The aggregate area of the site is approximately 7.1 acres, of which approximately 5.5 acres are above the existing high water mark of the Neponset River, and approximately 6.5 acres is counted within the lot area under the Boston Zoning Code. The site is bounded on the south by the Neponset River, on the east by Adams Street and certain property owned by the Commonwealth of Massachusetts, on the north by property of various private owners and Taylor Terrace (a private way), and on the west by Central Avenue. The existing street address for the project is 1241-1255 Adams Street, Dorchester. The site includes five principal buildings known as the Baker Mill, the adjacent existing Old Garage/Refrigeration Plant, the Power House, the Forbes Mill and the Park Mill/Machinery Building.
- PROJECT DESCRIPTION** The Forbes Mill and the adjacent Park Mill/Machinery Building were rehabilitated into 98 condominiums in the late 1980s during the first phase of the project. The second phase of the project will involve the rehabilitation of the Baker Mill, the adjacent Old Garage/Refrigeration Plant and the Power House and the construction of three new residential townhouse-style buildings to add an additional 79 units, 61 of which will be located in the Baker Mill and 18 of which will be located in the townhouse buildings. The total project when completed is to include approximately 177 residential condominium units, with no less than 309 and no more than 329 parking spaces. The total gross floor area of the

rehabilitated residential space in the Baker Mill is approximately 122,191 square feet, and the total gross floor area of the new residential townhouse structures is to be approximately 41,711 square feet. The total gross floor area of the new parking construction in Old Garage/Refrigeration Plant will be approximately 3,361 square feet and the total gross floor area of new parking construction in the Power House will be approximately 11,424 square feet. The new townhouses structures will be no higher than 50 feet in height, and the existing structures will remain at present heights, although certain stairway headhouses (not more than 9 feet above the existing roof) and roof decks will be added to the Baker Mill. The floor area ratio for both the first phase and the second phase of the project is anticipated to be approximately 1.18 overall, with the floor area ratio of the second phase alone being approximately 0.63 overall. New exterior construction will be primarily of brick. The site will be used primarily for residential and parking uses. The project will include a private club and accessory swimming pool for use by residents built in the first phase of the project.

**ESTIMATED  
CONSTRUCTION TIME**

Review of the Development is expected to be completed on or about March 1, 2001. Subject to market conditions, construction of the Development will be commenced at such time as the building permit and other required permits have issued, and will be completed approximately 18 months thereafter.

**PROJECTED  
CONSTRUCTION JOBS**

The development will involve approximately 30 jobs during the construction phase and approximately 1 job during the permanent phase. The Developer shall submit a Boston Resident Construction Employment Plan in accordance relevant City laws.

**AFFORDABLE HOUSING**

The Developer has agreed to enter into an Affordable Housing Agreement with the Authority to provide affordable neighborhood housing on site in accordance with that agreement. Although the Development is not in fact subject to the Development Impact Project Requirements set forth in Articles 26, 26A, 26B and 80 of the Boston Zoning Code, in response to indications from the staff of the Boston Redevelopment Authority that the Authority believes that this project ought to include a financial commitment toward the creation of affordable housing, the Developer has agreed with the BRA that the Baker Mill will include 8 units of housing which will be affordable in addition to the 15 units of affordable housing included in the Forbes building and Park Mill in the first phase, for a total of 23 units overall, representing nearly 13% of the housing

units included in the development. Of the 8 units being included in this second phase, three such units will be affordable by families whose income is at or below 120% of the median income for the Boston MSA, three such units will be affordable by families whose income is at or below 100% of the median income for the Boston MSA and two such units will be affordable by families whose income is 80% of the median income for the Boston MSA.

**PUBLIC ACCESS:**

It is further anticipated, although arrangements have not as yet been concluded fully, that easements for access by the public to certain portions of the site will be conveyed to the Commonwealth of Massachusetts, acting through the Metropolitan District Commission (or to a land trust or other non-profit entity satisfactory to the MDC and the Developer). Such easements shall include both an easement associated with the extension of the proposed MDC multi-purpose path onto the site, and an easement through Baker Court to the MDC multi-purpose path intended to meet certain public access requirements under M.G.L., chapter 91. The former easement will be conveyed in exchange for consideration currently estimated at \$150,000, and the latter will be conveyed without monetary consideration.

**ADDITIONAL  
PUBLIC BENEFITS**

Rehabilitation of several historic structures contributing to significance of district listed on National Register of Historic Places; a substantial increase in real estate taxes.

**ZONING RELIEF  
REQUIRED**

The Developer will be seeking relief from various dimensional and other requirements of the Zoning Code, including, without limitation, exceptions for forbidden uses, dimensional restrictions and other requirements, conditional use permits for certain conditional uses and interpretation of certain requirements of the Zoning Code.

3/27/00 Baker Mills Site Study attached.



MEMORANDUM

January 25, 2001

**TO: BOSTON REDEVELOPMENT AUTHORITY AND  
MARK MALONEY, DIRECTOR**

**FROM: LINDA HAAR, DIRECTOR OF PLANNING AND DEVELOPMENT  
RICHARD SHAKLIK, DEPUTY DIRECTOR FOR ZONING  
JANET CARLSON, FIRST ASSISTANT GENERAL COUNSEL  
HUGUES MONESTIME, SENIOR PLANNER  
PRATAAP PATROSE, ASSISTANT DIRECTOR FOR URBAN DESIGN**

**SUBJECT: BAKER SQUARE CONDOMINIUM PROJECT  
PUBLIC HEARING CONCERNING THE AMENDED AND RESTATED  
DEVELOPMENT PLAN FOR PLANNED DEVELOPMENT AREA #25,  
1241-1255 ADAMS STREET, DORCHESTER**

**SUMMARY:** This memorandum requests that the Boston Redevelopment Authority ("the BRA") approve the Amended and Restated Development Plan for Planned Development Area (PDA) #25; and authorize the Director to (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section B-5.3 (d) of the Boston Zoning Code ("Code"), (2) issue a Certification of Compliance upon successful completion of the Article 80 Large Project Review, and (3) to petition the Zoning Commission of the City of Boston to approve the Amended and Restated Development Plan for PDA #25; and (4) issue a Certification of Consistency for the Baker Square Condominium Phase II Project upon approval by the Boston Zoning Commission of the Amended and Restated Development Plan for Planned Development Area #25 and (5) to take all actions and execute all documents deemed necessary and appropriate by the Director in connection with the foregoing, including, without limitation, an amendment to the Cooperation Agreement, an amendment to the Affordable Housing Agreement, and a Boston Residents Construction Employment Plan.

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The Baker Square II Limited Partnership (the "Developer") is proposing to complete the redevelopment of a portion of the site of the former Walter Baker Chocolate Company Complex at 1241-1255 Adams Street in the Dorchester Lower Mills neighborhood of Boston. On March 26, 1987, the BRA approved PDA #25 for 300 residential units, and 450 parking spaces.

Phase I of the project was completed in 1989 and consisted of the rehabilitation of two mill buildings and their conversion into 98 residential condominiums with off-street parking for 147 vehicles. Phase II was originally conceived to include rehabilitation of the Baker Mill, the adjacent refrigeration plant and the Powerhouse into 112 condominium units; also intended in Phase II was a new 12 to 13 story building to accommodate 90 additional units.

Due to the economic downturn in the late 1980s, Phase II of the project was postponed. Zoning exceptions have been extended regularly.

The proponent has reevaluated Phase II and determined that it is not economically feasible to construct a new 12 to 13 story condominium building and structured parking as originally designed. As a result, the Developer filed an Amended and Restated Development Plan for PDA #25, for 1241-1255 Adams Street on January 21, 2000 with the Authority to amend Phase II of the project (the "Proposed Project"), which Amended and Restated Development Plan was further revised on November 21, 2000.

The Amended Phase II of Baker Square consists of the rehabilitation and conversion of the Baker Mill building at 1251 Adams Street into 61 residential condominiums, and the construction of three townhouse-style structures comprising 18 condominium units. Two buildings, the powerhouse and the refrigeration plant, will be converted into parking garages for 44 cars. The overall project has been reduced from a total of 300 to 177 condominium units. The total off-street parking has been reduced from 450 to 324 parking spaces with 105 spaces indoors and the remainder as outdoor spaces.

The Proposed Project is subject to Large Project Review pursuant to Article 80 of the Code. Accordingly, the Developer submitted a Project Notification Form ("PNF") on November 5, 1999, which was advertised on November 9, 1999 in the Boston Herald. The PNF requests a waiver of the requirements of Section 80B-5.4 and Section 80B-5.5 of the Code for filing and review of a Draft Project Impact Report ("DPIR") and Final Project Impact Report ("FPIR"). The BRA held a Scoping session with the City's public agencies on December 14, 1999. The Proposed Project has been subject to at least a dozen public meetings between the Condominium Association, the Lower Mills Civic Association, local merchants, and neighborhood groups. There were no negative public comments submitted to the BRA. The adjacent neighborhood and civic groups support a waiver of further review of the Proposed Project.

The Proposed Project comes within the review jurisdiction of the Boston Civic Design Commission ("BCDC"), pursuant to Subsections of Article 28 of the Code. The BCDC design subcommittee voted to support the Proposed Project. The Project has received preliminary approval from DEP for Chapter 91 variance.

The Proposed Project will bring many benefits to the community, including historic rehabilitation of vacant buildings; creation of public open space; elimination of blight; and construction of needed residential homes. Development of the approximately \$19,000,000 project will create approximately 30 construction jobs plus 1 permanent job. The Developer shall submit a Boston Resident Construction Employment Plan in accordance with City ordinance.

The Developer has agreed with the BRA that the Proposed Project will include 8 affordable units of housing, in addition to the 15 units of affordable housing included in the Forbes building and Park Mill in the first phase, for a total of 23 units overall, representing nearly 13% of the housing units included in the development. Three of the

8 affordable units included in the Phase II will be affordable to families whose income is at or below 120% of the median income for the Boston MSA, three units will be affordable to families whose income is at or below 100% of the median income for the Boston MSA, and two units will be affordable to families whose income is 80% of the median income for the Boston MSA.

Section 80B-5.3(d) of the Code allows the Authority to waive the requirements for a DPIR and a FPIR in a Scoping Determination if the PNF, together with any additional material and comments received by the Authority, is found to describe adequately the impacts of the Proposed Project. The Proposed Project adequately meets the criteria for said waiver set out in Article 80. It is, therefore, the staff's recommendation, pursuant to Article 80, that a Scoping Determination ("Determination") be issued stating that the PNF has adequately described the impacts arising from the Proposed Project and that a notice of this Determination be published in the Boston Herald. Upon the expiration of the subsequent nineteen- (19) day period, assuming that no new information has been submitted during the fourteen- (14) day public comment period, such Determination shall become final.

Appropriate votes follow:

**VOTED:** That pursuant to the provisions of Section 3-1A.a and Article 80C of the Code, the BRA hereby approves the Amended and Restated Planned Development Area #25 and, authorizes the Director to petition the Zoning Commission of the City of Boston to approve the attached Amended and Restated Development Plan for Planned Development Area #25; and

**FURTHER VOTED:** That, pursuant to Article 80, Section 80B-5.3 (d) of the Boston Zoning Code, the Director be, and hereby is, authorized to issue a Scoping Determination waiving the requirements of further review of the proposed Baker Square Condominium Project subject to design review by the BRA; and

**FURTHER VOTED:** That, pursuant to Article 80, Section 80B-6 of the Boston Zoning Code, the Director be and hereby is, authorized to issue a Certification of Compliance upon the successful completion of the Article 80 review; and

**FURTHER VOTED:** That, pursuant to Article 80, Section 80C-8 of the Boston Zoning Code, the Director be and hereby is, authorized to issue a Certification of Consistency for the Baker Square Condominium Phase II Project upon approval by the Boston Zoning Commission of the Amended and Restated Development Plan for Planned

Development Area No. 25 approved in accordance with Article 80 and Article 3, Section 3-1.A (a) of the Boston Zoning Code and the completion of the BRA design review; and

**FURTHER  
VOTED:**

That the Director be, and hereby is, authorized to execute all documents deemed necessary and appropriate by the Director in connection with the foregoing, including, without limitation, an amendment to the Cooperation Agreement, Affordable Housing Agreement, and a Boston Residents Construction Employment Plan.



1243-1255 Adams Street