



Marc C. Laredo
Mayor

City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459
617-796-1120

Katie Whewell
Acting Director

PUBLIC HEARING MEMORANDUM

DATE: February 6, 2026

TO: City Council

FROM: Katie Whewell, Acting Director of Planning and Development
Cat Kemmett, Acting Chief Planner for Current Planning
Sondria Berman, Senior Planner

SUBJECT: **Petition #71-26 Request for Re-Zoning** by KF Realty Associates, LLC petition to rezone 148 California Street, Ward 1, Newton, on land known as Section 11 Block 12 Lot 11 as follows: from Manufacturing (MAN) to Business 2 (BU-2) as depicted on a site plan titled, "148 California Street Newton/Watertown MA" prepared by RJ O'Connell & Associates, Inc. signed and stamped by Matthew Lowry, Professional Land Surveyor, dated 12/30/2025.

Petition #72-26 Request to the Repeal Restrictive Covenant by KF Realty Associates, LLC petition to the City to release the restrictive covenant, adopted by Board Order #162-88 and recorded with the Middlesex South Registry of Deeds in Book 30627, Page 331, as amended, on the property at 148 California Street, Ward 1, Newton, on land known as Section 11 Block 12 Lot 11, containing approximately 231,486 sq. ft. of land in a district zoned MANUFACTURING.

Petition #70-26 Request for Special Permit/Site Plan Approval to amend Special Permit #314-22 to reduce the parking requirement by up to 1/3 of what is required and to remove the Restrictive Covenant on land known as 148 California Street, Ward 1, Newton, on land known as Section 11 Block 12 Lot 11, containing approximately 231,486 sq. ft. of land in a district zoned Manufacturing (to be rezoned to BU-2) Ref: Sec. 7.3.3, 5.1.4.A, 5.1.4.C, 5.1.13 of the City of Newton Rev Zoning Ord, 2017.

The purpose of this memorandum is to provide the City Council and the public with technical information and planning analysis conducted by the Planning Department. The Planning Department's intention is to provide a balanced review of the proposed project based on information it has at the time of the public hearing. Additional information about the project may be presented at or after the public hearing for consideration at a subsequent working session by the Land Use Committee of the City Council.



148 California Street

OVERVIEW

Primary Request: Rezoning and Repeal of Covenant

Rezoning Request

The petitioner requests a rezoning of 148 California Street from Manufacturing (MAN) to Business 2 (BU-2). The subject property, improved by a mixed-use commercial development and parking, straddles the border between Newton and Watertown, with 45% of the lot located in Newton and the remainder in Watertown. The petitioner notes that the underlying MAN zoning does not reflect the past and present commercial uses which are often allowed by-right in Business districts but prohibited in MAN, prompting the rezoning request to a BU-2 district that is more analogous with the existing uses on site.

The Planning & Development Board will review this rezoning request at the joint public hearing of the Land Use Committee and Planning and Development Board on **February 10, 2026**. The Planning and Development Board will issue a separate rezoning recommendation to the City Council. The City Council will ultimately make the decision on any rezoning.

Request to Repeal the Restrictive Covenant

In conjunction with the proposed rezoning, the petitioner also requests to remove the restrictive covenant that references Special Permit #314-22, which affords the City of Newton certain rights over any alterations to the parking stalls on the site plan referenced in Special Permit #314-22.

If the joint rezoning and repeal of the covenant is approved by City Council, the site would be subject to the zoning standards of a BU-2 district and the Special Permit relief for the existing uses and parking would be no longer applicable. The removal of the covenant would nullify the agreement requiring the owner to maintain the site as depicted on the referenced site plan in Special Permit #314-22. Finally, this would also render the petitioner's secondary request to amend the existing Special Permit to allow a one-third reduction in parking no longer applicable.

Secondary Request: Special Permit Amendment to Reduce Required Parking by 1/3

If the re-zoning and request to repeal the covenant is not approved, the petitioner requests to

amend Special Permit #314-22 to reduce the parking requirement by one-third for a total requirement of 519 stalls. In support of this request, the petitioner has submitted a parking supply and demand study for the entire site inclusive of parking at both 148 California Street in Newton, MA and 171 Watertown Street in Watertown, MA prepared by Chappell Engineering Associates, LLC dated August 22, 2025.

SUMMARY ANALYSIS

The petitioner's request to re-zone to a BU-2 district and to repeal the restrictive covenant reconciles the discrepancy between the underlying MAN zoning and the existing nonconforming commercial uses and removes all parking requirements for said commercial uses. This would alleviate all parking requirements for the site and render the current uses as allowable by-right, removing the need for special permit relief previously granted under prior special permits for nonconforming uses and parking waivers.

Furthermore, the BU-2 district provides more by-right options for residential, commercial, and civic developments, where in the current MAN district all residential uses are prohibited, and only select civic and commercial uses are allowed by-right. The request to repeal the restrictive covenant would dissolve Newton's rights to the approved site plan as outlined in Special Permit #314-22, effectively allowing the owner to modify the site without amending the site plan as referenced in the Special Permit. In sum, a rezoning to a BU-2 district and a repeal of the restrictive covenant would better align the zoning with the existing commercial uses of the site, remove parking stall requirements for commercial uses, and allow expanded options for residential, commercial, and civic development use.

If the petitioner's proposed request to rezone the site and remove the restrictive covenant is not approved, the petitioner requests an amendment to Special Permit #314-22 to reduce the required parking by up to one-third. This request is supported, in part, by the petitioner's parking study, which states that at full capacity and utilizing a conservative assessment of the peak parking demands, the site is not expected to exceed 540 parking spaces where 685 parking spaces are currently available¹. The requested one-third reduction, however, would bring the total required parking spaces below this threshold to 519 spaces, 21 spaces short of the estimated peak demand of 540 spaces. Planning notes that the reduced parking requirement would allow more flexibility for future tenant parking requirements and reduce the likelihood of special permit relief for parking. Furthermore, a one-third reduction in parking would support the priorities of the Zoning and Planning Committee, as well as the recently released Economic Development Strategic Plan, to support the City's goals of supporting commercial businesses by

¹ Chappell Engineering Associates, LLC Parking Supply and Demand Study, Mixed Use Development, California Street and Watertown Street, dated 8/22/2025

reducing permitting regulatory barriers and increasing commercial sustainability.

I. Zoning Relief Requested:

Zoning Relief Required		
<i>Ordinance</i>		<i>Action Required</i>
	Rezone parcel to Business 2 (BU2)	
	Remove the Restrictive Covenant	
§5.1.4.A §5.1.4.D	(if not rezoned) Request to reduce the parking requirement by up to one-third	§7.3.3

For more details around the zoning analysis please refer to **Attachment A**.

Criteria for Consideration per §7.3.3

- The site is an appropriate location for the proposed reduction in parking by up to one-third. (§7.3.3.C.1)
- The proposed reduction in required parking by up to one-third will not adversely affect the neighborhood. (§7.3.3.C.2)
- There will be no nuisance or serious hazard to vehicles or pedestrians. (§7.3.3.C.3)
- Access to the parcel is appropriate for the types and numbers of vehicles involved. (§7.3.3.C.4)

II. **Existing Site Description**

The subject parcel located at 148 California Street is a 523,642-square foot parcel that straddles the Newton and Watertown border. Approximately 45% (231,486 square feet) of the property is located in Newton and is zoned Manufacturing (MAN); the remainder is located in Watertown at 171 Watertown Street.

The commercial improvement of the site was first constructed with associated surface parking in 1963, with an expansion of the commercial uses and configuration of the site taking place in the 1980's. The current multi-building shopping center includes various retail, restaurant and personal service uses as well as office space and surface parking. Most of the retail is located in a one-story masonry building primarily accessed from Watertown Street in Watertown. A three-story brick building containing several other uses is primarily accessed from California Street. The

majority of the parking is located on the Watertown portion of the site, south of the masonry building. The overall topography of the site slopes down from the Watertown Street frontage towards the shopping center structure and California Street frontage.

The zoning in the surrounding Nonantum neighborhood is mixed, with abutting parcels to the west and south zoned Public Use, Multi-Residence 2, and Business 1, and parcels to west and north zoned Manufacturing. As such, the uses are mixed including one-, two- and multi- family residential dwellings and commercial and manufacturing uses including retail, restaurants, and factory production facilities. A special permit was recently granted for a three-story, multi-unit dwelling in a MAN district at 68 Los Angeles Street, which abuts the subject property to the west along California Street.

III. Background- Special Permit History

On June 6, 1988, Special Permit #162-88 was issued to allow for the continued nonconforming retail and office uses in a new and expanded building and a parking waiver for a dimensional driveway setback with associated conditions. Included in this Special Permit was the filing of a Restrictive Covenant, which afforded the City of Newton certain rights over any alteration or development that would alter the parking per the referenced site plan in the Special Permit.

Several special permits have been granted for the subject property since the original Special Permit #162-88 was issued relative to nonconforming commercial uses and parking waivers. Each special permit was issued independently of the previously issued special permits, with the exception of the most recent Special Permit #314-22.

The previous special permits include the following relief:

- #162-88 authorized the expansion of the existing commercial center in 1988; required the filing of the restrictive covenant; associated maintenance conditions;
- #199-99(2) authorized the change of a nonconforming retail use to a nonconforming health club and associated parking waivers to set the overall parking supply at 706 pre-existing nonconforming stalls.
- #175-12 authorized the change of a nonconforming retail use to a 92-seat restaurant.
- #442-18(2) allowed the conversion of a nonconforming restaurant use to a salon use
- #314-22: amended SP #162-88, 199-99(2), 442-18 and 442-18(2) to waive 53 parking stalls to require 690 stalls in total; amended the restrictive covenant to include SP #314-22 as the referenced Order in place of the original SP #162-88.

The most recent Special Permit #314-22 granted a reduction in parking to allow for the development of an outdoor common area for building tenants and visitors, resulting in a total of

690 parking stalls required on site. The applicant provided an updated site plan, referenced under Condition 1 of Special Permit #314-22 and amended the restrictive covenant.

IV. Proposal Analysis

A. Land Use

The current use of the site is a commercial, mixed-use development inclusive of retail, office, restaurant and personal service uses. The petitioner is not proposing any changes to the use of site at this time.

Zoning Request

The petitioner proposes to rezone the parcel at 148 California Street from MAN to BU-2. By-right uses in a MAN district include primarily industrial and manufacturing uses along with limited civic and commercial uses. A rezoning to a BU-2 district would allow some residential uses by-right subject to standards and by special permit as well as expanded by-right civic and commercial uses. It is important to note, however, that in a BU-2 district residential use is not allowed on the ground level unless by special permit and single and two-family residential development prior to January 1, 2000 is not allowed. The by-right dimensional standards for a development in a BU-2 district compared to a MAN district are also similar, with both districts allowing a maximum building height of 24 feet and two stories. Furthermore, the setbacks for both the BU-2 and MAN district are similar in that they are based on the height of the proposed building, commensurate with an abutters' setback, or increased based on a residential abutter. Special permit relief, however, offers greater allowances for height and stories in a BU-2 district compared to a MAN district, and the potential for smaller side setback distances if an abutting parcel is not residential or if an abutting parcel has a reduced or nonconforming setback. Ultimately, a BU-2 district shares the same by-right building height limitations as a MAN district with similar standards for setback distances, but allows for more uses and dimensional relief by way of special permit.

A review of the zoning history for the parcel at 148 California Street shows that since 1938 the parcel was zoned Manufacturing, with abutting Business and Residential districts to the west and north, which is consistent with the current zoning in place today. The subject parcel's permitting history, along with periodic zoning map updates, reflects the parcel has remained zoned as a Manufacturing district with relief for existing nonconforming business uses for decades.

The present mixed-use neighborhood surrounding 148 California Street includes MAN, Multi-Residence (MR) and BU districts, rendering the proposed rezoning to a BU-2 district in conformance with an abutting district. Planning notes that there are a number of parcels to the west of the subject property along California Street that are zoned BU-1 and include similar retail and restaurant uses. A rezoning of the subject property to a BU-2 district would bring the parcel into conformance with an abutting Business district and remain consistent with the commercial uses already present and allowed by-right on abutting BU district parcels.

Removal of Covenant

In addition to the requested re-zoning, the petitioner seeks to dissolve the restrictive covenant referenced in Special Permit #314-22 that affords the City of Newton certain rights over the entire site (inclusive of the Watertown portion) based on the approved site plan and parking stalls. First enacted in 1988, the restrictive covenant was a condition included in Special Permit #162-88, which allowed for the expansion of nonconforming commercial uses within a larger building and a waiver for associated dimensional parking requirements. A review of archival application materials for SP #162-88 indicates the covenant was proposed by the petitioner to the City and included with the request for the expansion of the nonconforming use. Over the years, the covenant has incurred two amendments that have referenced an updated Special Permits and site plans related to an alteration of the site's uses and/or parking: Special Permit #199-99(2) and the most recent Special Permit #314-22.

An approval to repeal the covenant alone would allow the owner more flexibility for future development on the Watertown portion of the site, but would not alleviate any of the nonconforming uses or parking requirements that require special permit relief. To repeal the covenant in conjunction with the proposed re-zoning to a BU-2 district, however, would allow greater redevelopment flexibility sitewide, removing nonconforming uses and parking requirements and streamlining permitting for changes in use and/or site plan changes. Alternatively, to maintain the covenant would effectively require the site remain in conformance with the referenced Special Permit site plan, limiting the development on the entire site even if an approval for the re-zoning were to remove the need for relief for commercial uses and parking requirements. Maintaining the covenant would require an amendment to the Special Permit site plan each time any change to site is proposed.

Analysis: Combined Rezoning and Removal of Covenant

Merits of the proposed joint rezoning and removal of the covenant are as follows: greater conformance of district uses with the underlying zoning, conformance with abutting BU districts and analogous commercial by-right uses in the neighborhood, and consistency with the City's planning priorities to support commercial businesses and economic development in locations where zoning changes can improve land use.

The 2007 *Newton Comprehensive Plan* outlines in its strategic approach for business land use the importance of both maintaining the current business land area as well as ensuring that "land needed for business use is not lost as land becomes redeveloped in the future"². Furthermore, the Plan highlights the important role commercial property stakeholders have in supporting the

² Newton Comprehensive Plan, Ch. 3, Land Use, p. 3-28

City's continued economic development, commercial real estate tax and employment bases³. The request to rezone to a BU-2 district allows the existing commercial businesses an easier permitting path and supports the sustainability of existing and future commercial uses for the site.

The 2025 "Newton Economic Development Strategic Plan" spearheaded by the City's Economic Development Commission outlines similar priorities aimed at updating zoning and parking requirements for businesses and making it more efficient for businesses to obtain their relevant approvals⁴. The request to rezone to a BU-2 district and remove the covenant would align with this priority by removing the need for special permit relief for the existing commercial uses and parking waivers and the requirements to maintain the parking based on the referenced site plan in the covenant. Commercial use changes on the site would face fewer permitting hurdles and no minimum parking requirements, making it procedurally and financially easier to obtain required approvals from the City and keep said commercial spaces occupied with viable businesses that support the City's commercial tax base.

Amendment Request to Reduce Parking by One-Third

Should the rezoning request be denied, the petitioner is seeking to amend Special Permit #314-22 to reduce the required parking by one-third. The total parking requirement for the site based on the existing uses per section 5.1.4.A is 779 stalls. Per section 5.1.4.D of the Newton Zoning Ordinance, in the case of a single integrated development of three or more uses, a special permit may be granted to allow for a reduction in parking by up to one-third. The petitioner seeks a special permit to allow for a one-third reduction in parking of 260 stalls, resulting in an on-site parking requirement of 519 stalls. It is important to note, however, that the parking study ("Parking Study") provided by the petitioner and prepared by Chappell Engineering Associates, LLC dated August 22, 2025 indicates a current total of 685 parking stalls on site, five stalls less than the 690 stalls required per SP #314-22. The petitioner's updated site plan dated 12/30/2025 states there are 686 parking stalls on site. Planning recommends the petitioner confirm the number of parking spaces is accurately represented on the updated site plan dated 12/30/2025.

The petitioner's Parking Study evaluates the parking supply and demand across both 148 California Street and 171 Watertown Street to estimate the peak parking demand at full occupancy. The study concludes that with a peak estimated parking demand of 540 stalls, the demand is not expected to exceed the total supply of 685 stalls⁵. The petitioner's request to reduce the required parking by one-third, however, would result in 519 required stalls on site- 21 stalls short of the Parking Study's estimated peak demand of 540 stalls. Reduced parking,

³ Ibid. Ch. 6, p. 6-4, 6-9.

⁴ Newton Economic Development Strategic Plan, December 2025, p.6

⁵ Chappell Engineering Associates, LLC Parking Supply and Demand Study, Mixed Use Development, California Street and Watertown Street, dated 8/22/2025, page 6

however, would allow more flexibility for future tenant changes in use, potential expansion of an existing use, and/or a reduced likelihood for future parking waivers.

Planning notes that the Zoning and Planning Committee has deliberated on proposed changes to the parking requirements outlined in the NZO for commercial uses relative to economic development and the sustainability of mixed-use developments across the City. The Committee more recently approved changes to the NZO effective December 4, 2025 that removed parking requirements in the BU-1 and BU-2 districts for commercial uses in response to concerns from members of the Newton business community that the parking requirements were overly burdensome.

V. INTERDEPARTMENTAL REVIEW

A. Conservation Review:

Review of the project by the Conservation Commission is not required at this time.

B. Engineering Review

Review of the project by the Engineering Division is not required at this time.

C. Historic Review

Review of the project by the Newton Historic Commission is not required at this time.

VI. PETITIONER'S RESPONSIBILITIES

This petition is considered complete.

ATTACHMENTS:

Attachment A: Zoning Review Memorandum, dated February 4, 2026

Attachment B: DRAFT Rezoning Order



Marc C. Laredo
Mayor

City of Newton
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459
(617) 796-1120 | newtonma.gov/planning

Katie Whewell
Acting Director

ZONING REVIEW MEMORANDUM

Date: February 4, 2026

To: Anthony Ciccariello, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official

Cc: KF Realty Trust, Applicant
Frank Stearns, Attorney
Katie Whewell, Acting Director of Planning and Development
Jonah Temple, Deputy City Solicitor

RE: Request to rezone to BU2 and to eliminate the Restrictive Covenant

Applicant: KF Realty Trust	
Site: 148 California Street	SBL: 11012 0011
Zoning: MAN	Lot Area: 231,486 square feet
Current use: Shopping plaza	Proposed use: No change

BACKGROUND:

The property located at 148 California Street consists of a 231,486 square foot lot straddling the border between Newton and Watertown. Approximately 45% of the lot is located in Newton and is zoned Manufacturing (MAN); the remainder is located in Watertown at 171 Watertown Street. The site is currently improved with several buildings with various office, retail, restaurant and personal service uses and surface parking. Many of the uses on site have been granted special permits to allow the conversion of one nonconforming use to another as many retail and personal service uses are not allowed in the MAN zone. The petitioner is seeking to rezone the Newton portion of the property from MAN to Business 2 (BU2).

The following review is based on plans and materials submitted to date as noted below.

- Zoning Review Application, prepared by Frank Sterns, dated 8/22/2025
- Parking Calculations, submitted 8/22/2025
- Restrictive Covenant, submitted 8/22/2025
- Existing Conditions Plan, EX-1, EX-2, EX-3, EX-4, EX-5, prepared by RJ O’Connell & Associates, Inc, surveyor, dated 2/11/2022, revised 3/25/2022

ADMINISTRATIVE DETERMINATIONS:

1. The site is currently improved with several buildings with various office, retail, restaurant and personal service uses, and surface parking constructed in 1963. The parcel is currently zoned Manufacturing, which prohibits retail, restaurant and personal service uses. This renders a large portion of the existing uses nonconforming and requires a special permit as the uses change from one nonconforming use to another. The petitioner seeks to rezone the parcel BU2 so that the underlying zoning reflects the site’s current uses.

2. A Restrictive Covenant exists on the property, intended to give the City of Newton rights if there is ever a proposed development of the site solely in Watertown which would reduce the overall parking supply. This agreement is executed in conjunction with Special Permit #162-88 granted in 1988 and revised most recently by Special Permit #314-22 in 2022. The petitioner requests that the City Council eliminates Restrictive Covenant.

3. There is no parking requirement for commercial uses in the BU1 and BU2 districts. Should the property be rezoned to BU2, no parking is required for the uses on site. In the event that the petition to rezone is unsuccessful, the petitioner seeks to allow for a reduction in the required parking, as commercial uses must meet the parking requirements in the Manufacturing district. The current uses on site result in the following parking requirement:

Use	Requirement	Stalls Required
Office (Mill Building) 20,000 square feet 61,437 square feet	1 stall/250 sf up to 20,000 sf 1 stall/333 sf	80 155
My Salon Suite (Mill Building) 7,563 square feet 25 employees	1 stall/300 sf 1 stall/ 3 employees	23 9
Restaurant (Boston Roma) 92 seats 8 employees	1 stall/3 seats 1 stall/3 employees	31 3
Dental office 2,607 square feet	1 stall/200 sf	14
CVS 11,228 sf 6 employees	1 stall/300 sf 1 stall/ 3 employees	38 2
Stop and Shop 75,107 square feet 62 employees	1 stall/300 sf 1 stall/ 3 employees	251 21
Infusion Center 2,145 square feet	1/200 sf	11
Watertown Savings Bank 1,617 square feet 5 employees	1 stall/300 sf 1 stall/ 3 employees	6 2
Planet Fitness 19,541 square feet 9 employees	1 stall/150 sf 1/3 employees	130 3
TOTAL		779

Based on the existing uses, the total parking requirement per section 5.1.4.A is 779 stalls, where 690 exist on site, with the addition of a 53-stall waiver provided by Special Permit #314-22. Per section 5.1.4.D, in the case of a single integrated development of three or more uses, a special permit may be granted to allow for a reduction in parking by up to one-third. The petitioner seeks a special permit to allow for a one-third reduction in parking of 260 stalls, resulting in an on-site requirement of 519 stalls, allowing for more flexibility for future tenanting of the commercial spaces.

1. See “Zoning Relief Summary” below:

Zoning Relief Required		
<i>Ordinance</i>		<i>Action Required</i>
	Rezone parcel to Business 2 (BU2)	
	Remove the Restrictive Covenant	
§5.1.4.A §5.1.4.D	(if not rezoned) Request to reduce the parking requirement by up to one-third	§7.3.3

CITY OF NEWTON

IN CITY COUNCIL

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NEWTON AS FOLLOWS:

Section 30 of the Revised Ordinances of Newton, as amended, be and is hereby amended by amending sheets of plans entitled "City of Newton, Massachusetts, Amendments to Zoning Plans, adopted July 21, 1951, as amended from time to time," and the City of Newton Official Zoning Map as shown and maintained as part of the City's Geographic Information System (GIS), as amended from time to time, by changing certain boundaries from present zoning district as described below:

Change the following described real estate: all of the land located on land located at 148 California Street in Newton, Mass. (also identified as 150 California Street), also identified as Section 11 Block 12 Lot 11, currently zoned Manufacturing to Business 2 and further described as follows:

As depicted on a Site Plan, titled "Plan of Land" prepared by RJ O'Connell & Associates, Inc., signed and stamped by Matthew Lowry, Professional Land Surveyor, dated 12/30/2025 and described as follows:

Beginning at a point, said point being in the City of Newton, on the southerly line of California Street at the northwesterly corner of the subject property, thence;

S 85°29'53" E by said southerly line of California Street, a distance of approximately 456 feet to a point at the City line of Newton and Watertown, thence;

S 39°41'18" W by said City line of Newton & Watertown, a distance of approximately 758 feet to a point, thence;

S 77°17'23" W a distance of 114.01 feet to a point, thence;

N 16°00'09" W a distance of 185.09 feet to a point, thence;

S 55°54'45" W a distance of 382.95 feet to a point, thence;

N 80°47'18" W a distance of 36.15 feet to a point, thence;

N 06°00'41" E a distance of 98.03 feet to a point to then southerly end of Allison Street in the City of Newton, thence;

S 86°32'52" E by said southerly end of Allison Street, a distance of 40.03 feet to a point, thence;

N 61°56'55" E a distance of 382.76 feet to a point, thence;

N 21°25'18" E a distance of 199.52 feet to a point, thence;

N 66°24'38" W a distance of 126.38 feet to a point on the easterly line of Los Angeles Street in the City of Newton, thence;

N 12°32'47" E by said easterly line of Los Angeles Street, a distance of 59.94 feet to a point, thence;

S 85°29'09" E a distance of 141.66 feet to a point, thence;

N 21°25'18" E a distance of 125.35 to said California Street in Newton and the point of beginning.

Having an area of approximately 239,596 square feet, or 5.500 acres and being situated in the City of Newton. The above described is a portion of the entire parcel which is situated in the City of Newton and the City of Watertown and is shown on the plan entitled "Plan of Land" prepared by RJ O'Connell & Associates, Inc., signed and stamped by Matthew Lowry, Professional Land Surveyor, dated 12/30/2025.

DRAFT

#71-26
148 California Street