



Planning Department

MEMORANDUM

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

FROM: Joanne Marques
Regulatory Planning & Zoning

DATE: September 4, 2025, 2025

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the September 9 2025 Board of Appeal's Hearing.

Also included are the Board Memos for: 1 to 17 Harvard AV Allston 02134

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



Case	BOA1745517
ZBA Submitted Date	2025-07-08
ZBA Hearing Date	2025-09-09
Address	234 Princeton ST East Boston 02128
Parcel ID	0100039000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	The proponent seeks to add a 16' by 16' living area on the second and third floors at the rear of the building, accommodating one new bedroom and one new bathroom for units 2 and 3. Parking will be located underneath on the first floor.
Relief Type	Variance
Violations	Building Lot Coverage Excessive Front Yard Insufficient Side Yard Insufficient

Planning Context:

PLAN: East Boston was adopted by the BPDA Board on January 18, 2024, its accompanying zoning amendments were adopted by the Boston Zoning Commission on April 24, 2024. One of the key goals of the plan was to expand access to housing options that are affordable, stable, and able to meet households needs as they change over time.

The proponent is seeking to expand the living area of the two existing units on the second and third floors by adding a rear extension. This addition will provide a new bedroom and bathroom for each unit, directly supporting the plan's goal of creating housing that can accommodate households as their needs change over time.

Most buildings along Princeton Street and in the immediate area extend to a depth of about 60–65 feet, on parcels that are generally around 100 feet deep. In contrast, 234 Princeton sits on an exceptionally shallow lot due to a unique condition: the adjacent property at 236 Princeton is flag-shaped, with a wider section that extends behind the rear lot line of 234 Princeton. In this context, allowing a rear extension on 234 Princeton would be consistent with the surrounding built form while accommodating the likely hardship of the lot shape and size.

Zoning Analysis:



The project has been flagged for three violations under the East Boston Neighborhood Residential Dimensional Regulations which are due to existing non-conformities in the case of the front and side yards, or the uniquely small lot. While the zoning allows a maximum of 60% building lot coverage, the existing structure already covers 57% of the lot, and the proposal increases this to 71% as part of the addition of # sf to the building floorplate. This is a specially shallow lot, with the adjacent property at 236 Princeton being flag-shaped and extending to a wider section behind the rear line of the subject lot. Given this unusual configuration, allowing the proponent to exceed the required lot coverage can be considered appropriate, as the impact of additional coverage is mitigated by the unique site conditions and the building will have similar massing to the surrounding context. The proposal also does not meet the minimum front and side yard requirements. Zoning requires a 3-foot setback at both the front and side. The existing structure has no front yard setback and only 0.9 feet on the side, and the proposal maintains these existing non-conformities. Since the project does not worsen the existing encroachments, the front and side yard conditions may be allowed to continue.

The proposed rear yard of 13.3 feet complies with the zoning requirements under Section 53-29.10 ("Rear Yards of Certain Shallow Lots"). This section specifies that for each full foot by which a Lot existing at the time this Article takes effect is less than one hundred (100) feet deep, six (6) inches shall be deducted from the depth otherwise required by this Article for the Rear Yard of such Lot; provided that in no event shall the Rear Yard of any such Lot be less than ten (10) feet deep. Since this lot is 75 feet deep, the zoning allows a deduction of six inches from the required rear yard for each foot the lot is less than 100 feet deep. At 25 feet shorter, this equals a 12.5-foot deduction. The standard minimum rear yard is one-third of the lot depth, or 25 feet. After the deduction, the required minimum is reduced to 12.5 feet. The proposed rear yard of 13.3 feet therefore exceeds the requirement and is compliant.

Recommendation:

In reference to BOA1745517, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1737368
ZBA Submitted Date	2025-06-23
ZBA Hearing Date	2025-09-09
Address	46 Fayette ST Boston 02116
Parcel ID	0500738000
Zoning District & Subdistrict	Bay Village Neighborhood RH
Zoning Article	63
Project Description	Erect a two-story addition to an existing townhouse.
Relief Type	Conditional Use, Variance
Violations	FAR Excessive GCOD Applicability Roof Structure Restrictions Townhouse/Rowhouse Extension

Planning Context:

The proposed project would be a two-story addition to the rear at the second and third levels of a four-unit townhouse. With this addition new outdoor decks would be built to the side of the rear addition and the current units will be adjusted to accommodate more bedrooms. The surrounding neighborhood is made up of townhouses of similar massing. The site is within the Groundwater Conservation Overlay District (GCOD) designated with the purpose of promoting the restoration of Boston Groundwater levels and protecting the city's historic neighborhoods. It is also within the Coastal Flood Resilience Overlay District (CFROD) which indicates areas that are at risk from flooding under future sea level rise. Lastly it is within the Bay Village Historic District to preserve the landmark conditions of the neighborhood and the work would remain in the rear of the building.

Zoning Analysis:

Presently the proposed project has one dimensional violation of an excessive FAR with three conditional use requirements. The FAR maximum is 2.0 while the proposed would be 2.96. This can be recommended for relief as the project will be in line with the surrounding context with a similar mass. The project is cited for GCOD applicability, pursuant to Section 32-4 due to the new proposed addition. Consequently, the project is subject to GCOD review by the Boston



Water and Sewer Commission. Article 63 Section 8-4 requires any townhouse extension to require a conditional use permit. The project meets the requirements for Section 6-3 allowing for recommendation of a conditional use permit however must be reviewed by the landmarks commission. In consideration of CFROD, all new residential space will be added above the designated flood elevation. The work on the lower levels will be within the existing footprint and not have living space added therefore the proposed will advance the goals of the CFROD.

"46 Fayette St" Drawn by RAV & Assoc. Inc. Dated October 16, 2024.

Recommendation:

In reference to BOA1737368, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans shall be submitted to the Boston Landmarks Commission for design review and to Boston Sewer and Water Commission for GCOD review.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1737366
ZBA Submitted Date	2025-06-23
ZBA Hearing Date	2025-09-09
Address	48 Fayette ST Boston 02116
Parcel ID	0500737000
Zoning District & Subdistrict	Bay Village Neighborhood RH
Zoning Article	63
Project Description	Erect a two-story addition to the rear of an existing townhouse.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive GCOD Applicability Townhouse/Row House Extension

Planning Context:

The proposed project is a two story addition to an existing one-family townhouse. The addition will add an “entertainment room”, a new bedroom, and bathroom. The surrounding neighborhood is made up of townhouses of similar massing. The site is within the Groundwater Conservation Overlay District (GCOD) designated with the purpose of promoting the restoration of Boston Groundwater levels and protecting the city’s historic neighborhoods. It is also within the Coastal Flood Resilience Overlay District (CFROD) which indicates areas that are at risk from flooding under future sea level rise. Lastly it is within the Bay Village Historic District to preserve the landmark conditions of the neighborhood and the work would remain in the rear of the building.

Zoning Analysis:

The project is cited for GCOD applicability, pursuant to Section 32-4 due to the new proposed addition. Consequently, the project is subject to GCOD review by the Boston Water and Sewer Commission. Article 63 Section 8-4 requires any townhouse extension to require a conditional use permit. The project meets the requirements for Section 6-3 allowing for recommendation of a conditional use permit however must be reviewed by the Landmarks Commission.

However, the FAR violation and the project’s location in the CFROD must be considered together. The proposed FAR would be 2.28, exceeding the district’s maximum of 2. While the



massing of the proposed project is not out of scale with the surrounding context, the basement addition would create brand new living space in an area at risk of future flooding.

"48 Fayette St" Drawn by RAV & Assoc. Inc Dated October 16 2024

Recommendation:

In reference to BOA1737366, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans shall be submitted to the Boston Landmarks Commission for design review and to Boston Sewer and Water Commission for GCOD review.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1732693
ZBA Submitted Date	2025-06-11
ZBA Hearing Date	2025-09-09
Address	372 K ST South Boston 02127
Parcel ID	0702371000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Change the use of an existing building from one-unit dwelling to five-unit dwelling, through interior and exterior renovations, a dormer addition, and a rear addition.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Additional Lot Area Insufficient Usable Open Space Insufficient Rear Yard Insufficient Parking design and maneuverability Parking or Loading Insufficient

Planning Context:

The lot is a one-family detached residence in South Boston on the east side of K Street, a block and a half north of Day Boulevard and the Curley BCYF facility. Proponent seeks to modify the existing building by extending it to the rear, and change the use from one unit to five units. While the lot's presence within MFR makes this use allowed, the other constraints of this skinny and deep (37' x 116') lot create other dimensional and parking violations, alongside roof structure violations proposed in the new design. Generally speaking, this proposal is similar in size and scale to many surrounding multifamily properties in South Boston.

Zoning Analysis:

Dimensional Regulations

Per Article 68, Table D, 2000 square feet are required in an MFR district, with an additional 1000 square feet for every additional dwelling unit. At five units, this would require 7000 square feet. As the lot is 4292 square feet, it is in violation. Many lots on this same block provide an



aggregate of fewer than 1000 square feet of lot area per unit, making the proposed condition contextual. Additionally, 200 square feet of usable open space are required per dwelling unit. At five units this would require 1000 square feet. The current amount of usable open space on site is 375 square feet, and this proposal would provide 500 square feet, which while a violation represents an increase over the existing condition. Contextually, many lots on this block provide less than 100 square feet of usable open space per unit, and relief is appropriate. Additionally, the minimum required rear yard in MFR is 20'. This proposal would provide a rear yard of 10' to the edge of the expanded building, which would be a violation. However, a garage is currently present on site, which already extends 0.2' into the abutting rear parcel, so this would be a substantial improvement over existing conditions. Relief is appropriate. Finally, the extension into the rear yard would be larger than 1000 square feet, which would be an additional violation per Article 68 Section 8. Given the degree to which this is still an aggregate improvement reducing the amount of bulk in the required rear yard, relief is appropriate. Future zoning reform should consider, at a minimum, adjusting dimensional regulations to reflect existing conditions.

Parking

Per Article 68, Table G, 1.5 spaces are required per unit, which would require eight spaces for a five unit property. Additionally, per Article 68 Section 33, half of the required spaces must be 7'x18', and the other half must be 8.5'x20'. At eight spaces, this would require more than 1100 square feet of parking, not counting loading or circulation. This would represent 25% of the 4292 square foot parcel. This project proposes four surface spaces at 9'x18' at the rear of the parcel, tucked under the proposed new rear addition. This area was previously occupied by a garage, and the area in front of it was previously paved and used informally for parking as well, per aerial imagery, making this proposed change of replacing the garage with tuck-under parking generally net neutral in terms of total parking provided, a relative improvement in terms of parking provided per proposed unit, and generally an improvement in terms of lot area dedicated exclusively to parking. As the rear of the abutting lot is also dedicated to surface parking, no major concerns around additional screening are noted. Given the prevalence of existing structures with limited or no provided off-street parking in South Boston, providing parking at a ratio less than 1.0 is appropriate, and these spaces are reasonable sizes. Relief is appropriate.

Roof Structure Restrictions

BOA1732693

2025-09-09

2 Planning Department



Parcel is within a Restricted Roof District: South Boston Neighborhood. This project proposes taking an existing 3 story building with a pitched roof and cupola and flat-roof 2-story rear addition, and modifying it by removing the cupola, adding dormers on both sides of the pitched roof, building a new roof deck over the rear addition, and then adding a new additional three-story extension behind the current two-story extension. The removal of the cupola proposes a net reduction of overall maximum building height. However, the existing cupola along with additional architectural features on the front facade have been noted in MACRIS as architecturally significant features for this characteristic Greek Revival-Italianate house in South Boston. Design review is appropriate.

Per Article 68 Section 29, any reconfiguration of a roof requires a conditional use per the rules of Article 6. Additionally, any open roof deck is required to still conform within the maximum allowed building height. Per Article 68 Table D, the maximum building height in an MFR is 40 feet. This building is proposed at 35' 6" from the front, including the deck. However, the parcel slopes downward as the building goes back to the east, with a grade that may surpass 40'. The refusal letter notes that the maximum height on the lot is exceeded. Any violation of height is minimal and relief is appropriate. Additionally, the proposed roof deck is not at the highest portion of this three-story building, but instead sits mid-building above the second story, where the front and rear units meet. They are contextual in size and not visible from the street, thus appearing to satisfy Article 6's requirements of appropriate use, lack of adverse effect, lack of hazard or nuisance, and provision of adequate facilities. Relief in the form of a conditional use permit is also appropriate.

Recommendation:

In reference to BOA1732693, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review, with attention to preserving significant architectural details from the existing structure's cupola and front facade.

Reviewed,



Planning Department

CITY of BOSTON

Kathleen O'Neil

Deputy Director of Zoning



Case	BOA1703901
ZBA Submitted Date	2025-03-27
ZBA Hearing Date	2025-09-09
Address	1891 Columbus AV Roxbury 02119
Parcel ID	1101076000
Zoning District & Subdistrict	Jamaica Plain Neighborhood MFR
Zoning Article	55
Project Description	The proponent is seeking a use of premise permit to allow for the obtaining of a motor vehicle dealer license on the site of an existing building and lot.
Relief Type	Conditional Use
Violations	Use: Forbidden Change in Non-Conforming Use

Planning Context:

Columbus Avenue is a major thoroughfare with a mix of commercial and residential uses along it. On either side of 1891 Columbus Ave are two large multifamily residential buildings. The lot is currently home to E&J Auto Tech Inc. The proponent, IAO AUTO REPAIR, the same owner of E&J Auto Tech is seeking a use of premise permit to allow for the obtaining of a motor vehicle dealer license. As mentioned earlier, the structure is already built, and it is said that there will be no construction on site.

Zoning Analysis:

The proposal is currently undergoing two zoning violations for use and for change in a non-conforming use. Article 55, Section 8 identifies repair garages and outdoor vehicle sales as a forbidden use. Article 9, Section 2 clarifies the process to obtain a change in a non-conforming use, which is public notice, and permission from the ZBA.

Given that there is already an autobody shop there, and the context includes some also forbidden retail uses including a Walgreens, it would be appropriate to allow this use with the proviso that it receives design review for parking standards and screening and buffering.

Recommendation:



In reference to BOA1703901, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to parking standards and screening.

Reviewed,

Deputy Director of Zoning



Case	BOA1735306
ZBA Submitted Date	2025-06-18
ZBA Hearing Date	2025-09-09
Address	147 Harvard ST Dorchester 02121
Parcel ID	1402657000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	The proponent proposes to construct a four-story building with four new residential units and four surface parking spaces on a vacant lot.
Relief Type	Variance
Violations	Lot Area Insufficient Additional Lot Area Insufficient FAR Excessive Height Excessive (stories) Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient

Planning Context:

The proposed project is located in a residential community comprised of 2-unit, 3-unit, and more housing. There are also places of worship and local retail along Harvard Street. Franklin Park, Harambee Park, the MBTA Commuter Rail, and fare free bus connections to the MBTA Red Line are within walking distance of the site. The site is located 0.4 miles from Blue Hill Avenue, a major retail and transit corridor.

Adding housing through the introduction of additional density near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans. The proposed building is in line with the most buildings in the area in terms of massing and unit count, and it is in line with City planning goals related to housing.

Zoning Analysis:

The proposal seeks relief for eight violations. The project is in a 3F-5000 zone and was found in violation of dimensional requirements according to an outdated zoning code that is not reflective of current city planning initiatives.



According to Article 60, Section 4, a minimum 5,000 square foot lot is required for projects building two units or less. An additional lot area of 5,000 square feet is required for this project, as it is constructing two additional units. Therefore, it is required that the project lot be 10,000 square feet minimum, which is not contextual to surrounding lots. The proposed lot area is 3,565 square feet, which is a contextual, pre-existing condition that cannot be changed. Additionally, the proposal was also flagged for violating the minimum Floor Area Ratio requirement. The required FAR is 0.8 maximum and the proposed FAR is 1.36. The zoning code also requires a maximum height of 35 feet or three stories. The proponent proposes four stories, which is a height that is reflected in residential buildings surrounding this lot.

The proposed project has front, side, and rear yards that are below minimum required square footage. The required minimum front yard depth is 15 feet, and a two-foot front yard is proposed. The required minimum side yard depth is 30 feet and approximately 21' - 3" is proposed. The proposed rear yard is 23' - 3", and the zoning requires 30 feet minimum. The project's yard and lot area violations are already existing conditions. While noncompliant with the Code, these conditions are consistent with what exists in the surrounding area and provide sufficient room for light and air. However, there is a notable lack of usable open space in the proposed design.

Approximately two-thirds of the lot is used for parking and driveway, which does not count for usable open space. The proponent should look to remove the tandem parking spaces, allowing for a driveway and small unpaved side yard on the property while still providing at least one ADA compliant parking space that is not visible from the street. Although the four parking spaces are required to meet the zoning requirement, the Planning Department would support a variance for less parking in order to increase the usable open space. This iteration would better meet planning and design guidelines. The sloped walkway may also need to be re-examined for compliance with state building code.

Recommendation:

In reference to BOA1735306, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to open space and access.



Planning Department

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Reviewed,

Kathleen O'Neil

Deputy Director of Zoning



Case	BOA1701232
ZBA Submitted Date	2025-03-21
ZBA Hearing Date	2025-09-09
Address	411 to 413 Washington ST Dorchester 02124
Parcel ID	1700104000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Convert a residential building into a worship space. Add a stairwell and elevator to the rear of the existing building.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Parking Accessed Through Easement

Planning Context:

The proposed project would convert an existing 3-story, 2-unit building into a worship space with community center aspects. The proposed project is located on Washington Street, a main thoroughfare for the area. It is defined by an active streetscape with a mix of commercial and residential uses. The proposed project contributes to this character as it encourages ground-level activation as well as community building.

Churches with associated community space are common in the area, and help create a community fabric that helps define the neighborhood. It sits directly across from the “Mothers Rest at Four Corners”, an active park with playground and splashpad features. It is also well connected to transit with the 23 bus stopping directly across from the property. The proposed project is in scale with nearby developments, with many of the violations being triggered by already existing nonconformities.

Zoning Analysis:

The proposed project triggers 5 separate zoning violations. The first violation is in regards to FAR. The proposed project is adding an elevator shaft and stairwell to the rear of the building.



This space will be unoccupied and will not contribute to greater overall density on the site. The addition of an elevator allows for better access for those with mobility issues.

The second violation is in regards to height. The zoning allows for a 2.5-story building, while the proposed project is three stories tall. However, the only height being added is due to the addition of the elevator and stairwell. The top of the new structure matches the height of the existing structure. The only difference is in design, with the front having dormers that incorporate the massing into a half floor, where the elevator extension does not mask the height. This addition will not be visible from the street and helps the project to be more accessible to potential users of the building.

The next two violations are in regards to side yard. The project is triggering a violation for insufficient side yard. There is a 10 foot setback requirement on both sides of the project, where the proposed plan has the southern side yard at zero feet, and the northern side yard at ten feet. This is already existing and not being changed by the project. Large side yards on both sides of a building are uncommon in this area, as most buildings are set to one side of the lot to allow for a drive lane. This project is adhering to that neighborhood characteristic and is in line with nearby design.

The next violation is in regards to rear yard. The zoning calls for a minimum of 30 feet, where the proposed project has a rear yard of 23 feet. This is due to the new addition of the elevator shaft and stairwell. The 30 foot minimum is not reflective of nearby buildings. While rear yards are common in the area, the density of development means that many of these yards are undersized. A 30 foot rear yard would appear out of character. This is reflective of the potential need for zoning reform to bring the zoning code in line with the built reality of the neighborhood.

The final violation is in regards to parking. The proposed project accesses its rear parking through its neighbors easement. This is technically against code. However, this allows for the transportation of multiple buildings to be consolidated on one footprint. This allows for better overall design and helps reduce the visual impact of parking facilities on the character of the street.

Recommendation:

In reference to BOA1701232, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1698254
ZBA Submitted Date	2025-03-11
ZBA Hearing Date	2025-09-09
Address	26 Norton ST Hyde Park 02136
Parcel ID	1812539000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Legalize existing condition for new homeowner
Relief Type	Variance
Violations	Accessory Buildings in Side or Rear Yard

Planning Context:

The proposed project is located in a residential neighborhood in Hyde Park. The site includes two existing sheds constructed, but not permitted, by a previous homeowner. This case is intended to legalize an existing condition on site.

Zoning Analysis:

The existing sheds both violate the requirements for side and rear yard depths in the 1F-6000 subdistrict. However, zero-lot-line condition sheds and other similar structures are not unique to this property within the neighborhood. Other examples can be seen at nearby parcels, 14 Edson Street and 10 Manila Avenue. Given that the property was recently purchased by the homeowner, granting a variance for this existing condition aligns with Section 7-3 of the Zoning Code, in which variances are appropriate in the circumstance "That, for reasons of practical difficulty and demonstrable and substantial hardship fully described in the findings, the granting of the variance is necessary for the reasonable use of the land or structure and that the variance as granted by the Board is the minimum variance that will accomplish this purpose;"

Recommendation:

In reference to BOA1698254, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1699103
ZBA Submitted Date	2025-03-14
ZBA Hearing Date	2025-09-09
Address	6 Monponset ST Mattapan 02136
Parcel ID	1801257000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Convert a two-unit residence to four units.
Relief Type	Variance
Violations	Parking design and maneuverability Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient FAR Excessive Usable Open Space Insufficient Side Yard Insufficient Use: Forbidden (Multi-Family)

Planning Context:

The proposed project would be converting a two-unit three-story house into a four-unit house with new units to be built in the basement and attic. The surrounding context is mostly made up of a range of single to multifamily housing. The site is located within the area for PLAN: Mattapan near the River Street corridor. The River street corridor is highlighted as a site for potential public transit service increase, including a proposed station on the Fairmount Line in proximity to the site, improved sidewalks and increased tree sheds. PLAN: Mattapan calls on concentrating new housing around the potential River Street station as a new node. The site is not in a location identified for high flood risk.

Zoning Analysis:

Presently the proposed project has eight zoning violations. The use proposed for a multifamily would be in violation of the existing one-family zoning. This is a commonplace violation in the surrounding context with the variety of housing amounts to each home. This violation can be recommended for relief. The lot area does not meet the required 6,000 sf due to the site being 4,845 sf. The lot width and lot frontage do not meet the required 60 ft due to the site having a



width and frontage of 50 ft. The side yard is insufficient at 6 ft while the required is 10 ft. These are all existing nonconformities that will not be extended or worsened in any form. They are also common violations in the surrounding context which should be considered for zoning reform. The project does not meet the required parking amount of 8 parking spaces due to the existing and proposed having 4 spaces. The usable open space is insufficient at 1,031 sf while the required would be 7,200 sf. Due to the sizing of the site and existing structures to build a sufficient amount of open space or off-street parking would be specifically challenging or require removal of the structures. These violations can be recommended for relief. Lastly the proposed would exceed the maximum allowable FAR of 0.5 at a proposed FAR of about 0.8. The FAR growth is from existing spaces being converted to livable space. The overall massing of the home will only grow slightly with the addition of a new dormer. However there is insufficient information presented to determine the conditions of the proposed basement unit which should receive design review.

Recommendation:

In reference to BOA1699103, The Planning Department recommends APPROVAL W/ PROVISIO that plans be submitted to ensure adequate ceiling height, light, and air for the basement unit.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1729779
ZBA Submitted Date	2025-06-03
ZBA Hearing Date	2025-09-09
Address	59 Weld Hill ST Jamaica Plain 02130
Parcel ID	1904684000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-5000
Zoning Article	55
Project Description	Erect new three-story, three-unit residential structure at 59 Weld Hill Street in Jamaica Plain.
Relief Type	Variance
Violations	Additional Lot Area Insufficient Parking or Loading Insufficient Existing Building Alignment FAR Excessive Height Excessive (ft) Side Yard Insufficient Rear Yard Insufficient Usable Open Space Insufficient Traffic Visibility Across Corner

Planning Context:

The subject property is located in a residential area east of Hyde Park Avenue in Jamaica Plain within a half mile of the MBTA Forest Hills Station, Franklin Park, and the Arnold Arboretum.

The project proposes to build a three-story, three-unit residential structure on a corner lot with an existing garage and parking area. The lot has a significant difference in grade between the front and rear of the property. Surrounding structures are 2.5-3 stories tall. Many of the adjacent structures on Weld Street do not have off-street parking which is understandable given that the street is four blocks from the MBTA Forest Hills Orange Line, Commuter Rail, and Bus Station. Many of the structures are also closely spaced with structures on neighboring properties with small rear yards with shade trees.

Zoning Analysis:

The project has been cited for nine violations, six of which relate to dimensional requirements.



For the remaining dimensional requirements, the project is also cited for conformity of the existing front building alignment, building height, excessive floor area ratio (FAR), and insufficient rear yard. The front building alignment is consistent with neighboring properties, and the proposed height of 33.8 feet is under the maximum height of 35 feet. The proposed FAR of 1.31 is higher than the maximum 0.6 but consistent with other small lots in the area. The proposed rear yard is 18.8 feet, which is less than the minimum 20 feet, but again, consistent with other properties in the area. Given that the proposed FAR and rear yard are consistent with the surrounding area, these dimensional requirements present a case for zoning reform.

The project is also cited for insufficient additional lot area. The requirement for 7,000 square feet of additional lot area for a three-unit residential structure is infeasible given an average lot size that is about half that size in this area. Given the property's proximity to MBTA Forest Hills Station and abundance of existing three-unit residential structures on lots far smaller than 7,000 square feet, this also presents a case for zoning reform.

The project is also cited for insufficient off-street parking and insufficient usable open space. The project proposes 424 square feet of usable open space between four decks while 1,750 square feet of usable open space is required. Three parking spaces are required, and two parking spaces are proposed, one of which is a compact space. The Planning Department is concerned about the maneuverability of the proposed parking which will likely rely on the existing parking area at 57 Weld Street and that the entire rear yard will be paved. Due to the small lot size which makes it unlikely that the project could meet both requirements, the project's proximity to the MBTA Forest Hills Station, and the abundance of on-street parking in the area, the proponent should consider if additional usable open space could be provided to replace the proposed parking.

Plans reviewed: "Proposed Three-Family Building 59 Weld Hill Street" prepared by "Choo & Company, Inc." dated 3/11/2025.

Recommendation:

In reference to BOA1729779, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with respect to the side yard along Wachusett Street which should be at least four feet deep and to provide additional usable open space to replace the proposed parking.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen O'Neil

Deputy Director of Zoning



Case	BOA1731754
ZBA Submitted Date	2025-06-09
ZBA Hearing Date	2025-09-09
Address	3815 Washington ST Roslindale 02131
Parcel ID	1902838000
Zoning District & Subdistrict	Jamaica Plain Neighborhood NS
Zoning Article	55
Project Description	An existing elementary school (grades 3-5) will be expanding into the third floor commercial space of the existing building. This expansion will require building systems upgrades and interior improvements.
Relief Type	Conditional Use
Violations	Extension of Non Conforming Use

Planning Context:

3815 Washington St is a three-story building in the Jamaica Plain neighborhood that hosts the Croft School, a private school, and Commonwealth Bank which sits on the ground floor. The Croft School plans to expand on the third floor and no changes to the external structure will be made. These renovations include selective demolition, a new staircase, and interior renovations relating to electric and fire safety systems.

Zoning Analysis:

This project triggers one violation: extension of non-conforming use. 3815 Washington St is located in the Neighborhood Shopping subdistrict of the Jamaica Plain neighborhood. In this subdistrict, elementary or secondary school is allowed on the basement and first story but conditional on the second story and above. This zoning violation was triggered because the Croft School plans to expand to the third floor, where elementary or secondary school is a conditional use. The Board of Appeals granted approval on this conditional use for previous zoning case BOA1166231 for the same school at the same address. Therefore, relief on this case is also recommended.



Plans reviewed are titled "The Croft School Expansion", are prepared by Forte Architecture + Design, and dated December 13, 2024 and revised March 26, 2025.

Recommendation:

In reference to BOA1731754, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1729941
ZBA Submitted Date	2025-06-03
ZBA Hearing Date	2025-09-09
Address	34 Atlantis ST West Roxbury 02132
Parcel ID	2007931000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Build first floor addition, new full second floor, and half story to existing single family dwelling. Renovate existing house and alter living space arrangements.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient

Planning Context:

34 Atlantis St is currently a single-unit, 1.5-story building. Existing floor plans show a finished basement, garage, and laundry on the basement level; living space and bedrooms on the first level; and one bedroom and bathroom on the second level. The proponent seeks to renovate the first floor to enlarge the living space and add a larger deck at the rear of the house. The proponent additionally seeks to add a full second floor to host the bedrooms and a half story which will be the attic. The renovated house will remain single unit and become 2.5 stories. Lots in this area appear moderate in size, with modest front yards and larger rear yards. The homes along this street generally share a similar character to the subject property. Homes range in height from one story to 2.5 stories within a two block radius. The proposed modifications keep with the established character of the neighborhood and are not expected to negatively impact the surrounding community.

Zoning Analysis:

This proposal has triggered four zoning violations: FAR excessive, height excessive (stories), front yard excessive, and side yard excessive.



The FAR allowed for this lot is 0.4 and the proposed FAR is 0.67. This addition increases, and enhances, the livable space but does not increase the lot coverage dramatically. The improvements to the living space are not disruptive to the neighborhood context or compromise the minimum open space. Relief is recommended.

The height (stories) for the 1F-6000 subdistrict is 2.5 stories, but plans show that the proposed height (stories) is 2.5. Thus, the garage meets the height (stories) requirement and this violation was incorrectly triggered.

The front yard requirement is 20 feet and the proposed front yard is 14.3 feet. This is due to the addition of a new porch. Houses on the same block feature this similar structure of porch, with 30 Atlantis St next door, 24 Atlantis St, and 16 Atlantis St serving as some examples. This violation is a reflection of outdated zoning codes that do not reflect the existing scale of buildings within neighborhoods like West Roxbury and relief is recommended.

The side yard set back requirement is 10 feet on both sides and the proposed set back on the northwest side is 4.9 feet and the proposed set back on the southeast side is 9.0 feet. This is an existing nonconformity as the plans do not expand into additional side yard space, therefore, relief is recommended.

Plans reviewed are titled "34 Atlantis Str West Roxbury, MA 02132", are prepared by I.S. Hernandez Services Inc., and dated October 29, 2024.

Recommendation:

In reference to BOA1729941, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1729343
ZBA Submitted Date	2025-06-02
ZBA Hearing Date	2025-09-09
Address	82 Oakland ST Brighton 02135
Parcel ID	2204079000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 1F-5000
Zoning Article	51
Project Description	Change use to two units by adding a new two-story rear addition.
Relief Type	Variance
Violations	Side Yard Insufficient Use: Forbidden (Two-Unit)

Planning Context:

The proposed project seeks to change the use of an existing single-unit residential building at 82 Oakland Street in Brighton to two units. The second unit will be added through a two-story rear addition, accessed via a side porch. The existing building is a 1.5-story single-unit residential building located on a large lot that is 12,418 square feet. Most two-unit properties in this area are on lots that range between 4,500 square feet to 19,838 square feet which aligns with the proposed project. The proposed two-story addition will contain three bedrooms. While this portion of Oakland Street is zoned as 1F-5000, the opposite side of the street is zoned as 2F-5000. As a result, this area contains a mix of one-, two-, and three-unit residential buildings, with two-unit residential buildings being predominant.

As the proposed addition would increase the use to two-units, this would qualify as an attached Accessory Dwelling Unit (ADU). The ADU Guidebook (November 2024) provides a number of schemes to enable the addition of one unit of housing on various types of lots across Boston. More specifically, the guidebook describes rear additions, such as the one proposed, as a suitable renovation for medium-density lots. Additionally, this project would further the goals outlined in the Allston-Brighton Needs Assessment (January 2024) as it highlighted a need for housing and density which this project would help meet as it would increase the housing supply on an underutilized lot in a manner consistent with the surrounding built environment.



Zoning Analysis:

The violation letter states two violations: forbidden use and insufficient side yard.

Regarding the use, for an area zoned as 1F-5000, a two-unit residential building is a forbidden use. However, zoning relief is still warranted. Although this site is within a 1F-5000, subdistrict, it directly abuts a 2F-5000 subdistrict, where two-unit residential buildings are allowed. As a result, Oakland Street already contains many two-unit buildings, and therefore, zoning relief is warranted. Additionally, the large size of the lot compared to many of the lot sizes in this area helps to absorb the additional density from the two-unit residential building as this lot is 12,418 square feet.

The minimum required side yard is 10 feet while the project proposes side yards of 6 feet on both the west and east sides. Although this does not meet the minimum requirement, zoning relief is still warranted due to the unique dimensions of the lot which also explains why the existing side yards are non-conforming. The existing west side yard is 7.7 feet while the east side yard is 8.0 feet. As this lot is a long, rectangular lot, it has a lot frontage of 57.25 feet, and a lot width of 25.38 feet. Because the lot tapers significantly toward the rear, the side yards decrease with the rear addition as it maintains the existing building line. Through maintaining the existing building line, it would be able to add a housing unit while ensuring the existing structure is retained. Zoning relief is warranted as maintaining 10 feet side yards would be difficult and would result in a building footprint too narrow to provide adequate living space.

The plans reviewed are titled ZBA REFUSED EPLANS_82 OAKLAND ST_ALT1715216 and are dated November 12, 2024. They were prepared by Harold McGonagle, Architect.

Recommendation:

In reference to BOA1729343, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1718302
ZBA Submitted Date	2025-05-06
ZBA Hearing Date	2025-09-09
Address	164 Dorchester ST South Boston 02127
Parcel ID	0701119000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Convert existing 8-bedroom single-family into two bi-level units: a 3-bedroom lower unit with kitchen and living space and a 5-bedroom upper unit with a new second-floor egress.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient

Planning Context:

The property is located in the South Boston Neighborhood District, within a multifamily residential (MFR) context characterized by a mix of triple-deckers, two-family conversions, and other medium-density housing forms. The neighborhood has seen a shift from single-family homes to multi-unit residences, reflecting both housing demand and established development patterns in South Boston. While the project maintains the existing building envelope, the interior reconfiguration responds to neighborhood housing needs by creating additional dwelling units within the established structure.

Zoning Analysis:

The proposal to change 164 Dorchester Street to create two bi-level dwelling units within the existing row house has been reviewed against Article 68. The building footprint remains unchanged, the only exterior work is a new rear-yard egress stair.

Lot Area per Dwelling Unit: Under Article 68, Section 8 (Table D), the minimum lot area for two units in MFR is 3,000 sq ft (2,000 sq ft for the first unit + 1,000 sq ft for the additional unit). The lot measures 2,061 sq ft, resulting in a 939 sq ft deficiency. This shortfall requires a dimensional variance.



Off-Street Parking: Under Article 68, Table G, “Other Residential Uses” require 1.5 spaces per dwelling unit (3 spaces for two units; 1.0 per unit if a unit is a studio/1-BR). No spaces are provided. The site is also within a Restricted Parking District (parking freeze) where creation of new off-street parking facilities is conditional and tightly constrained. The project requires relief from the parking minimum.

Given the project’s compatibility with the surrounding residential pattern and the limited scope of exterior work, the requested dimensional variance for lot area per dwelling unit and parking relief are reasonable and appropriate. The project is a case for zoning reform to establish dimensional requirements that better align with the existing built fabric.

The plans, titled “164 Dorchester Street – Change of Occupancy to Two Units,” were prepared by Stefanov Architects and dated December 18, 2024.

Recommendation:

In reference to BOA1718302, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1730151
ZBA Submitted Date	2025-06-04
ZBA Hearing Date	2025-09-09
Address	208 H ST South Boston 02127
Parcel ID	0702015000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Add a three-story rear addition to an existing three-story, single-unit building and expand an existing roof deck.
Relief Type	Variance, Conditional Use
Violations	Rear Yard Insufficient GPOD Applicability Roof Structure Restrictions Flood Hazard Districts

Planning Context:

This project is in a residential area in South Boston characterized by small lots with row houses and detached homes with small side yards. There are some roof decks in the area, as is common in this type of South Boston area where availability of open space on the lot is limited.

The project is across the street from the Boston Harbor and specifically the I Street Beach. This project is also just outside of the FEMA Special Flood Hazard Area and is within the Coastal Flood Resilience Overlay District (CFROD). Although this project does not seem to meet the applicability requirements to trigger the zoning regulation for the CFROD, this is important context as it indicates a higher risk of potential flooding.

In addition to the Coastal Flood Resilience Overlay District (CFROD), this project is also in the Greenbelt Protection Overlay District (GPOD), but does not seem to meet the applicability requirements to trigger the zoning regulations for the overlay.

Zoning Analysis:

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



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

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

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

The project does not comply with the Rear Yard requirement of 20 ft, as the proposed Rear Yard with the rear addition would be 14.5 ft. The proposed Rear Yard (which is the only ground level open space) would be also used for a paved patio. As evidenced by the location in the CFROD, this is a flood prone area and it is therefore particularly important to have permeable space on the lot. Because the proposed addition would increase the amount of impervious cover, the approval of the rear addition should include a proviso that the Rear Yard be permeable.



Recommendation:

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

Reviewed,

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

Deputy Director of Zoning



Case	BOA1741679
ZBA Submitted Date	2025-06-25
ZBA Hearing Date	2025-09-09
Address	64 to 66 Donnybrook RD Brighton 02135
Parcel ID	220304300
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	New rear dormer to be added to the third floor of an existing two-unit building.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient

Planning Context:

The proposed project seeks to expand the living space for an existing two-unit residential building at 64-66 Donnybrook Road in Brighton by constructing a new rear dormer on the east side of the third floor. This dormer will provide additional space for an office and a walk-in closet for the primary bedroom. A shed dormer already exists on the west side of the third floor, and the new dormer will feature a pitched roof consistent with the existing roofline of the building. Many residential buildings in this area exceed the 2.5-story height limit as they are predominately three stories tall with rear dormers.

This project would further the goals outlined in the Allston-Brighton Needs Assessment (January 2024) as it would allow property owners to enhance their living spaces to meet their needs while preserving the existing structure.

Zoning Analysis:

The violation letter states three violations: excessive FAR, excessive height in stories, and insufficient side yard.

Under Article 51, for an area zoned as 2F-5000, the maximum allowed FAR is 0.6. The project is proposing an FAR of 0.78. Although this exceeds the maximum, the increase is due to the additional living space created by the new dormer and is consistent with other two-unit residential buildings on Donnybrook Road and Hobson Street, many of which also exceed the



maximum FAR. For example, 60-62 Donnybrook Road has an estimated FAR of 0.71 and 47 Hobson Street has an estimated FAR of 0.75. Relief is warranted because the additional living space will allow the property owner to remain in the property while enhancing the space to meet their needs.

The maximum allowed height is 35 feet or 2.5 stories, while this project is proposing a height of 3 stories and 36.7'. Although the violation letter only notes excessive height in stories, the height also exceeds the height in feet. However, no additional height was created from the dormer as the highest point of the roof of the dormer still falls below the highest point of the existing structure's roofline which means that this is an existing non-conformity. Additionally, this height can be seen with many of the properties in this area such as 58-60 Donnybrook Road and 51 and 47 Hobson Street. This is a case for zoning relief to allow the extension of non-conformities as well as to align the dimensional requirements with the built environment.

The minimum required side yard is 10 feet. The project is proposing a west side yard of 8.4' and an east side yard of 5.9'. However, since the proposed changes to this structure is in regards to adding a rear dormer, there are no proposed changes to the width of this structure which means that this is an existing non-conformity. This is also a case for zoning reform to allow the extension of non-conformities as the structure otherwise conforms to dimensional requirements and the existing non-conformities are not increasing, to incentivize retention and improvement of existing structures.

The plans reviewed are titled ALT1692137_ZONINGREFUSALLETTER_ePlans_06172025 and are dated December 9, 2024. They were prepared by Spruhan Engineering P.C.

Recommendation:

In reference to BOA1741679, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1729459
ZBA Submitted Date	2025-06-03
ZBA Hearing Date	2025-09-09
Address	89 Condor ST East Boston 02128
Parcel ID	0103572000
Zoning District & Subdistrict	East Boston Neighborhood EBR-4
Zoning Article	53
Project Description	Construct a four-story residential building with four dwelling units.
Relief Type	Variance
Violations	Parking or Loading Insufficient Front Yard Insufficient Side Yard Insufficient

Planning Context:

The proposed project is located in East Boston within the planning area of PLAN: East Boston, adopted by the BPDA Board in March 2024. The project site is located in an area of relatively narrow lots, measuring about twenty-five feet wide. New zoning to follow PLAN: East Boston was adopted for the neighborhood in April 2024. The planning and zoning for East Boston work in conjunction to affirm the existing environment while providing opportunities for expanded development of housing. Proposed projects in East Boston should generally conform to recent planning and zoning of the area, absent specific hardships.

Zoning Analysis:

The proposed project contains three zoning violations. In an EBR-4 Subdistrict, per Article 53, Table F, the front yard requirement is 3' minimum and 5' maximum depth, with the exception that a bay window may protrude into a front yard. The proposed project includes a front yard depth of 2'-5 1/2" to the outside of the proposed bay window. The depth of the window exceeds 6 1/2" thus creating a building setback of at least three feet. Given the exception for bay windows, the front yard violation is issued in error.

In an EBR-4 Subdistrict, per Article 53, Table F, the side yard requirement is five feet. The proposed project contains side yards measuring 3'-6" and two feet on either side of the building. While the zoning in East Boston was adopted recently and is informed by existing conditions



and contemporary planning, the proposed project should be allowed to continue despite the required five foot side yard minimum. The proposed project is located on an exceptionally narrow lot, measuring 25 feet in width, and a zoning compliant yard depth would result in an exceptionally narrow building, maximum 15' wide.

The proposed project contains four dwelling units, and therefore contains a minimum parking requirement of 1.0 spaces per dwelling unit. Relief is recommended for the number of parking spaces given as many of the lots on this block are not wide enough to support both a driveway and sufficient accommodations for housing.

Recommendation:

In reference to BOA1729459, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1671558
ZBA Submitted Date	2024-11-15
ZBA Hearing Date	2025-09-09
Address	390 Meridian ST East Boston 02128
Parcel ID	0103621000
Zoning District & Subdistrict	East Boston Neighborhood EBR-4
Zoning Article	53
Project Description	The proposed project is to subdivide a through lot. No construction or alteration is being proposed within the boundaries of the new proposed lot.
Relief Type	Variance
Violations	Building Lot Coverage Excessive Permeable Area of Lot Insufficient Rear Yard Insufficient

Planning Context:

The proposed project was deferred from the July 29, 2025 ZBA meeting and no new plans have been submitted, therefore the planning recommendation is unchanged.

This case (390 Meridian Street, referred to in the plans as Lot A and comprising 2,986 square feet) is being considered in conjunction with a second BOA case (355 Border Street, BOA1671561, referred to on the plans as Lot B).

390 Meridian Street is the site of an existing two-story house. While this project is solely to propose the subdivision of the current through lot (which includes both 390 Meridian Street and 355 Border Street), a new four-unit building is also being proposed under a separate BOA case and parent permit application number at 355 Border Street. All violations related to the proposed new building will be addressed in the planning recommendation for BOA1671561.

The house at 390 Meridian Street sits within a Neighborhood Design Overlay District, and is surrounded by other one- to two-story residential properties.

Zoning Analysis:

The proposed project received violations for excessive building lot coverage, insufficient permeable area of lot, and an insufficient rear yard. The violations are mainly triggered by the subdivision. The existing width of the lot, at 5 feet' narrower than the average lot width on the



block, contributes to the permeable area and lot coverage violations. These violations would require a variance to overcome.

This lot is one of only a handful of through lots on the block; the majority of lots are of similar size and orientation to the resulting subdivided lot. Additionally, satisfying these violations would require demolition of a property built in 1880. The plot plan is titled "Subdivision Plan", was prepared by George C. Collins, and is dated June 24, 2024.

Recommendation:

In reference to BOA1671558, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1671561
ZBA Submitted Date	2024-11-15
ZBA Hearing Date	2025-09-09
Address	355 Border ST East Boston 02128
Parcel ID	0103621000
Zoning District & Subdistrict	East Boston Neighborhood EBR-4
Zoning Article	53
Project Description	The applicant is proposing the construction of a four-story, four-unit residential building.
Relief Type	Variance
Violations	Parking or Loading Insufficient Front Yard Insufficient Rear Yard Insufficient

Planning Context:

The proposed project was deferred from the July 9, 2025 ZBA meeting. New plans were submitted on May 9, 2025 prepared by Latitude Architecture with a memo explaining the project design modification. The project changes do not relate to the zoning violations and thus the planning recommendation is unchanged.

This case (355 Border Street, referred to on the plans as Lot B and comprising 2,675 square feet) is being considered in conjunction with a second BOA case (390 Meridian Street, BOA1671558, referred to on the plans as Lot A). This case addresses the construction of a proposed four-story building and is dependent on the outcome of the proposed subdivision case.

The proposed four-story, four-unit residential building would be on a mixed-use block with mainly multifamily residential buildings, within a Neighborhood Design Overlay District (NDOD). A 350 sq. ft. roof deck facing Border Street is also being proposed. If approved, the proposed building would replace an existing one-story garage.

Zoning Analysis:

Three violations are cited for the proposed building at 355 Border Street: insufficient loading or parking, an insufficient front yard, and an insufficient rear yard. It would be situated within the EBR-4 (Medium Residential) subdistrict.



This subdistrict requires a rear yard that is $\frac{1}{3}$ as deep as the lot. While the proposed stairs provide an additional means of egress to exit the building, they also extend into the rear yard by roughly 7'. Without the stairs, the rear yard would be 35'; with them, the yard would be 28'. That would make it one foot less than the Code requirement (29' with this lot depth).

Three feet is the minimum front yard in this subdistrict. While the first floor of the building would be set about 3' further back from the sidewalk than the garage that currently exists there, the other floors include a 3' bump out. This would bring the second, third, and fourth stories roughly as close to the sidewalk as the existing garage. This bump out should be removed to provide the necessary 3 foot front yard; or the building should be shifted to preserve a 3 foot front yard while increasing the severity of the rear yard violation.

In this subdistrict, one parking space is required per dwelling unit for buildings with four units or more. Four off-street spaces would be required by the Code this project. However, considering the slightly narrower configuration of this lot (30') compared to the average lot width (33') on this block, adhering to this rule would only serve to trigger a new violation for an insufficient side yard, a requirement that is being met by the proposed building. Additionally, based on the provided plans, it is not physically possible to fit four cars on this lot in a non-tandem configuration with the proposed project.

The plans are titled "Multi Family Residence Building", were prepared by Latitude Architecture, and are dated July 16, 2024.

Recommendation:

In reference to BOA1671561, The Planning Department recommends APPROVAL WITH PROVISIO/S: that the front yard setback be increased to 3 feet; and that plans be submitted to the Planning Department for design review with attention to site planning and design, including detailed views of the the ground floor and entrances, as well as building placement.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen O'Neil

Deputy Director of Zoning



Case	BOA1482368
ZBA Submitted Date	2023-06-06
ZBA Hearing Date	2025-09-09
Address	87 Morris ST East Boston 02128
Parcel ID	0106841000
Zoning District & Subdistrict	East Boston Neighborhood 3F-2000
Zoning Article	53
Project Description	Change the use from two units to three units by remodeling the basement into a new unit.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Usable Open Space Insufficient Parking or Loading Insufficient IPOD Applicability GCOD Applicability Lot Area Insufficient Additional Lot Area Insufficient Location of Main Entrance

Planning Context:

This case has been previously reviewed and deferred by the ZBA on 4/23/25, 6/24/25, and again on 7/30/25. No new project plans have been submitted. The contents of this review remain the same.

87 Morris Street is located in the East Boston neighborhood district. PLAN: East Boston, which was adopted by the BPDA Board on March 14, 2024, encourages the development of Additional Dwelling Units as they offer a sustainable and efficient way to expand housing options and “contribute to more inclusive and adaptable communities”. Further, the PLAN states that, “Homeowners who want to make small changes to their houses—such as adding a dormer, creating an in-law suite in a basement, or building a new deck—will require fewer variances, making it easier for people to stay in their homes as their needs change.”

87 Morris Street is within a 5 minute walking radius of the MBTA Blue Line Airport Station further aligning it with city wide goals for increasing transit oriented development in order to address the ongoing housing crisis. The proponent seeks to change the occupancy of the



existing residence from a 2-family to a 3-family. This would involve the remodeling of the basement into a new apartment.

Morris Street contains mostly 3-family residences, including the two residences immediately to the east and west of the plot lines. Majority of the homes along Morris Street are built up to the existing lot lines with little to no side yard allotments. Parking along Morris Street appears to be very congested, with the majority of residences not providing any additional parking within their parcel.

This project is located in the Coastal Flood Resilience Overlay District (CFROD). PLAN: East Boston states that "Climate change threatens existing housing in low-lying areas. Large portions of the Paris Flats, Maverick Central, and Harbor View are at particular risk of flooding—although nearly every part of East Boston has at least some portion located within the Coastal Flood Resilience Overlay District (CFROD). The CFROD plays an important role in shaping new development. Proposed projects within the CFROD are subject to resilience review, which looks at the siting of mechanical systems, access, and ground floor elevation. For proposed projects in the CFROD, new or extended living space must be located above the Sea Level Rise - Design Flood Elevation." The plans do not show the lot's grade in relation to the Sea Level Rise-Design Flood Elevation, so it is not clear whether the proposed extension of living space would be under the SLR-DFE.

It is also not clear whether the project complies with the PLAN: East Boston recommended zoning required for permeable area of lot (30%) because a landscaping plan is not provided. It is especially crucial that this project has adequate permeable area because of its location in the Coastal Flood Resiliency Overlay District and Groundwater Protection Overlay District. PLAN: East Boston states that "permeable areas are needed to support groundwater recharge and limit stormwater runoff that contributes to neighborhood flooding and worsens water quality" and that infill development in Neighborhood Residential areas should preserve privately-owned open space and increase permeable areas.

Zoning Analysis:

New zoning for this area to codify the recommendations of PLAN: East Boston was adopted on April 24, 2024. The notice for this new zoning was advertised on April 1, 2024, therefore projects that applied before this date were reviewed under the zoning in effect at the time. This project applied on May 30, 2023, and therefore the old zoning applies; however the updated zoning provides important planning context. The project is currently undergoing eight zoning violations.



The project does not comply with new Article 53 zoning for off-street parking, as one new parking space would be required for the new 3rd unit. However, due to the narrow shape of the lot, there is no room for a driveway, and therefore a variance would be appropriate.

Any Proposed Project within the East Boston IPOD Study Area seeking to, in this case, enlarge or extend a building or structure so as to increase the gross floor area by more than one thousand (1,000) square feet will be subject to receiving an IPOD permit. However, those interim planning and zoning standards are no longer in effect.

New zoning does not restrict FAR, lot area, or usable open space, and instead regulates building width and depth, building lot coverage, building floor plate, and permeable area of lot. The project seems to comply with all of these dimensional requirements except for the permeable area of lot, which is not shown clearly in the plans. As noted in the planning context of this recommendation, adequate permeable area is vital for mitigating flooding in this area. Also, due to the additional unit, the project does not comply with the requirements for usable open space, parking, and additional lot area.

The project is located in the Groundwater Conservation Overlay District (GCOD). The purpose of the GCOD is to protect wood pile foundations of buildings from being damaged by lowered groundwater levels. Projects that fall within GCOD and involve the erection or extension of any structure designed or used for human occupancy or access, mechanical equipment, or laundry or storage facilities, including garage space, if such construction involves the excavation below grade to a depth equal to or below eight (8) feet above Boston City Base, are required to obtain a conditional use permit.

The project is also flagged for Article 25 (flood hazard district). It appears the project is not in a flood hazard district, but is in the Coastal Flood Resiliency Overlay District (Article 25A), which means that the addition or extension of Residential Uses below the Sea Level Rise-Design Flood Elevation (SLR-DFE) (21.5 ft in this case) would be prohibited under new East Boston zoning. The plans do not show the lot's grade in relation to the Sea Level Rise-Design Flood Elevation, so it is not clear whether the proposed extension of living space would be under the SLR-DFE.

Recommendation:

In reference to BOA1482368, The Planning Department recommends DENIAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1575584
ZBA Submitted Date	2024-02-28
ZBA Hearing Date	2025-09-09
Address	81 Lexington ST East Boston 02128
Parcel ID	0102918000
Zoning District & Subdistrict	East Boston Neighborhood 2F-2000
Zoning Article	53
Project Description	Erect a 3.5-story multifamily dwelling with 7 residential units on a newly created 3,706 square foot lot. The project scope includes bike storage and rear decks. The project's proposed subdivision of the existing parcel and demolition of the existing building are tied to separate permits.
Relief Type	Variance
Violations	Parking or Loading Insufficient Height Excessive (ft) Height Excessive (stories) Side Yard Insufficient Existing Building Alignment Forbidden Use (7 Units); Traffic Visibility Across Corner

Planning Context:

The proposed project has its ZBA hearing deferred nine times: on September 24, 2024; October 29, 2024; December 3, 2024; February 4, 2025; March 25, 2025, April 8, 2025, May 20, 2025, June 24, 2025, and July 29, 2025. The Planning Department provided recommendations for denial without prejudice for each project iteration, citing design concerns relating to the project's proposed scale, setbacks, and excessive unit count as grounds for the denials.

The contents of this recommendation have been updated from its original form to reflect the details of an amended project design, though the design remains unchanged from its April 8, 2025, May 20, 2025, June 24, 2025, and July 29, 2025 iterations, as no new materials have been submitted since.

The proposed project sits in an established residential area in the Eagle Hill area of East Boston. Its surroundings consist of 2.5-story to 4-story structures with single-family to multi-family residential uses and limited retail, restaurant, and commercial uses on the ground floors



of several nearby corner lots. The site sits within a quarter-mile of several bus stops - including those for the MBTA's 114, 116, 117, 120, and 121 routes - and is a half-mile from the MBTA's Airport Blue Line Station. It is also close (within a quarter-mile walk) to two community child care centers, Hugh R. O'Donnell Elementary, Mario Umana Academy K-8, Central Square Park, Eastie Farms, and East Boston's Shaw's grocery store.

The proposed project is sited on a corner parcel currently occupied by a 2.5-story three-family residential structure and a 38' x 50' surface parking lot. It seeks to demolish the site's existing structure and surface parking to erect a new 3.5-story multifamily residential building, consisting of seven dwelling units (including private decks and bike parking). This scope of work removes the project's previously proposed ground floor commercial space, reduces its proposed unit count by one, and increases its proposed height by one story.

The recommendations of PLAN: East Boston promote the development of appropriately-scaled low-density residential infill, as a way to expand housing opportunities for East Boston residents and affirm the neighborhood's existing built character. Where possible, however, the PLAN recommends that preservation / renovation of the neighborhood's existing housing stock be utilized to accomplish these goals. While the proposed project does expand residential uses on the site (three dwelling units existing, seven dwelling units proposed), it does so in a way that exceeds the area's typical scale of building, with an occupancy greater than what currently exists in the site's surroundings (the area's largest residential structures have occupancies ranging from four to six dwelling units), and includes the razing of an existing residential structure. As a result, the proposed project creates a built scale that is out of scale with the area's existing urban form, and ultimately deviates from PLAN: East Boston's planning recommendations for residential areas.

The recommendations of PLAN: East Boston (adopted January 2024) also outline a need to improve access to neighborhood-serving retail and service amenities in residential areas, and support the development of small-scale commercial spaces on corner parcels within East Boston's neighborhood fabric (to support uses such as coffee shops, laundromats, etc.). The project's updated designs, which remove its previously proposed ground floor corner commercial space, backtrack from this goal. While ground floor commercial uses are not required for residential corner lots, the scale of infill proposed by this project aligns with the type of development where such uses were contemplated as appropriate by the PLAN, thus representing a missed opportunity by the project to further this planning goal.

Zoning Analysis:

BOA1575584

2025-09-09

2 Planning Department



The proposed project has been cited with seven zoning violations relating to use, scale, and parking regulations. These citations are listed upon the project's most recent refusal letter, dated March 4, 2025. While the project's cited zoning subdistrict (2F-2000) relates to East Boston's zoning at the initial date of project filing (December 12, 2023), the listed violations for the project's updated plans relate to East Boston's updated neighborhood zoning, which was adopted by the Zoning Commission on April 24, 2024.

East Boston's updated zoning places the proposed project within an EBR-3 subdistrict. EBR-3 subdistricts allow a maximum building height of three stories/35' and permit residential uses up to six dwelling units on lots with a frontage greater than 55' (of which 81 Lexington Street complies). The proposed project, with a height of 3.5 stories/40' and seven dwelling units, exceeds these permitted maximums. It also proposes building width in excess of the area's zoning (50' permitted, 68' proposed). These violations, together, result in an excessive building scale, out of context with both zoning and the built character of the surrounding neighborhood (which consists predominately of three-story structures with two to six residential units).

The site's insufficient parking violation relates to the project's proposed zero-parking condition. While in violation of the area's zoning requirements (1:1 dwelling/space parking ratio required, totaling seven required off-street spaces for the project), this condition is one commonly found throughout the Eagle Hill area, including on ~85% of the lots on the proposed project's immediately surrounding blocks. Similarly, the project's violation for insufficient traffic visibility across corner is not met by any of the area's corner parcels. While the project's 3 foot front yard setback varies from the block's predominant existing building alignment (zero foot front setback), the additional space provided by the proposed dimension actually represents a preferable design outcome that conforms with the front yard requirements of the area's zoning as well as its broader planning goals to create additional street-facing open space (especially upon corner lots).

The project's insufficient side yard violation is incorrectly cited on its refusal letter, as each of the proposed structure's side yards meet the minimum three foot setback requirement by zoning.

While the project's proposed setbacks and parking are common neighborhood conditions contextual to the site, its dimensional violations point to a proposed building scale that exceeds the site's surrounding built context. Because of this, the proposed structure is deemed an inappropriate addition to East Boston's Eagle Hill area.



Plans reviewed titled, "81 Lexington Street, Boston, MA 02128," prepared by 686 Architects on May 15, 2024.

Recommendation:

In reference to BOA1575584, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that reduces its residential occupancy to no more than six dwelling units (and, preferably, retains the project's initially proposed ground floor corner commercial space). Such a project should also amend the proposed structure's height and footprint to better align with the dimensional regulations of East Boston's updated zoning.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1697496
ZBA Submitted Date	2025-03-07
ZBA Hearing Date	2025-09-09
Address	12R Union AV Jamaica Plain 02130
Parcel ID	1102574000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-4000
Zoning Article	55
Project Description	Construct a building in the rear lot, including a pool house and second-story dwelling unit.
Relief Type	Variance
Violations	Rear Yard Insufficient Side Yard Insufficient Height Excessive (ft) Parking or Loading Insufficient Lot Area Insufficient Two or More Dwellings on Same Lot

Planning Context:

This project was reviewed by the Planning Department for the Zoning Board of Appeal hearings on July 24, 2025 where it was deferred. Since the July 24, 2025 hearing, no new plans have been submitted and so the Planning Department recommendation has remained the same.

This site sits within a residential neighborhood of Jamaica Plain, approximately 750 feet from the Green Street Orange Line MBTA station. This particular midblock location on Union Ave includes approximately 25 residential properties of varying size and scale; there is a mix of one- and two-unit buildings and multi-unit buildings (including several townhouse-style properties).

The surrounding blocks along Washington Street, Green Street, and Amory Street include larger multi-unit apartment buildings, some light industrial uses, and commercial uses.

The proposed project includes constructing a new pool house in the rear of a property with an existing two-unit building. The plans indicate a pool on the property, although there is not one built today. The pool house includes a bathroom and storage room on the first floor, and an approximately 450 sf dwelling unit on the second floor with a bathroom, kitchen, living space, and a dedicated separate entrance. Although the stated project description from the applicant states this is a pool house project, it would also be considered as another dwelling unit on the property.



The two-story building could be considered an accessory dwelling unit (ADU), however there is no indication by the proponent that this is the case and there are no provisions for the Jamaica Plain neighborhood to allow ADUs that are not internal to the main structure. The ADU Guidebook (2024) states specific fire access requirements for a building like this, including that it must be sprinklered, have a 10'-wide access point from the street that is unobstructed from objects like trees or vehicles, and a lighted path to provide wayfinding to the unit. Additionally, a new dwelling unit like this must have appropriate means of egress, which should be confirmed through building code review.

The Jamaica Plain Neighborhood Article does allow for three dwelling units in this 2F-4000 subdistrict as a conditional use, provided that the third dwelling unit is within the same structure as the other two dwelling units. There are, however, several other properties in this same zoning subdistrict and block that have a similar pattern to an ADU or a second dwelling on a lot. For example, 26-28R Union Ave has a primary building at the front of the property and a smaller accessory building at the rear. 32 Union Ave is a one-unit building, and immediately to the rear is 30R Union Ave, with a one-unit building. This area is appropriate for more housing units, given the existing context of multi-unit properties on the immediate block and proximity to high-frequency transit service.

Zoning Analysis:

Given that this second structure contains another dwelling unit, it is subject to the provisions of Section 55-41.12 Two or More Dwellings on Same Lot, which states that the lot area, rear yard, and side yard requirements shall apply as if such Dwelling were on a separate lot. The minimum side yard required would be 10' and the proposed side yard is 5'.

The maximum height for dwelling units in this subdistrict is 35', and the proposed building height is 20'. Section 55-41.12 also states that a second dwelling on the same lot must also be treated to have the same minimum lot area; this means that the existing two-unit dwelling must have at least 4,000 sf of lot area and the additional proposed dwelling must have 3,000 sf of lot area, for a total of 7,000 sf; the existing lot area is 5,600 sf.

Section 55-41.12 also states that a dwelling may not be built to the rear of another Dwelling, Accessory Building, or Main Building, although as previously mentioned, this condition exists on several other properties in the surrounding area.



This is a case for zoning reform, where the regulations regarding multiple buildings on a property and what dimensional regulations they are subject to are unclear in the zoning. Section 55-41.12 Two or More Dwellings on the Same Lot also states that the Board of Appeal may grant permission for a variation in requirements for the aforementioned Section 55-41.12 if it finds that open space for all occupants, and light and air for all rooms designed for human occupancy will not be less than it would be provided if the requirements of that section were met.

Finally, the minimum required number of parking spaces for three dwelling units is three, and the proposed project does not include additional parking beyond the existing two spaces in the side yard driveway. Given the location of this site in proximity to transit, a lower-than-required parking is recommended and represents a case for zoning reform.

Plans reviewed are titled "O'Brien Residence", prepared by Shane O'Brien, and dated January 2, 2025.

Recommendation:

In reference to BOA1697496, The Planning Department recommends APPROVAL WITH PROVISIO/S: that no building code relief be granted.

Reviewed,

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

Deputy Director of Zoning

MEMORANDUM**APRIL 10, 2025**

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

FROM: NUPOOR MONANI, SR. DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
CASEY HINES, SR. DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
QUINN VALCICH, SR. PROJECT MANAGER
BREEZE OUTLAW, SENIOR URBAN DESIGNER
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER

SUBJECT: GREAT SCOTT REDEVELOPMENT -
1 HARVARD AVENUE, ALLSTON

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Scoping Determination Waiving Further Review for the proposed Great Scott Redevelopment project located at 1 Harvard Avenue in Allston (as defined below, the "Proposed Project"), in accordance with Article 80B, Large Project Review of the Boston Zoning Code (the "Code"); (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process for the Proposed Project; and (3) enter into a Cooperation Agreement, and any and all other agreements and documents, and to take any and all other actions that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project is located on the corner of Cambridge Street and Harvard Avenue in Allston, on three parcels including 1-11 Harvard Avenue and 382-390 Cambridge Street (the "Project Site"). The Proponent will combine these parcels to create the approximately 17,870 sf Project Site. The Project Site consists of two adjacent one-story retail buildings, a one-story office/recording studio and a two-story residential building, as well as related on-grade parking areas.

DEVELOPMENT TEAM

The development team includes:

Proponent:	<u>Allston Live Management, LLC</u> Jordan Warshaw, Carl Lavin, Paul Armstrong 398 Columbus Avenue Boston, MA 02116
Architect:	<u>Cambridge Seven</u> 20 University Road, Cambridge, MA 02138
Permitting Counsel:	<u>Dain, Torphy, LeRay, Wiest & Garner, P.C.</u> Don Wiest 175 Federal St, Boston, MA 02110
Landscape Architect:	<u>Verdant Landscape Architects</u> Katya Podsiadlo 318 Harvard St, #25, Brookline, MA 02446
Sustainability Consultant:	<u>EnviEnergy Studio</u> Samira Ahmadi 100 Summer St, #1600, Boston, MA 02119
Transportation Consultant:	<u>Howard Stein Hudson</u> Brian Beisel 11 Beacon St., #1010, Boston, MA 02108

PROPOSED PROJECT

Allston Live Management, LLC (the “Proponent”) seeks to construct a 9-story mixed-use building, centered around the Great Scott music venue, which would be returning to the neighborhood following its closure due to the COVID-19 pandemic. The 300-person capacity Great Scott performance space will sit directly at the corner of Harvard Avenue and Cambridge Street, flanked on one side by a reinvigorated O’Brien’s Pub, another smaller (75-person capacity) music venue that sits on the Project Site today, and on the other side by two retail spaces and the entrance to the Proposed Project’s residential component. Floors 2-9 contain 139 rental apartments and residential amenities. In all, the Proposed Project will contain approximately 97,300 square feet of space and will be nine stories tall and approximately 105 feet in height. There is a limited basement area for building services and support spaces for

the two clubs. There is no tenant parking associated with the Proposed Project, but the Project Site will include three (3) on-site car share parking spaces.

The table below summarizes the Proposed Project's key development metrics.

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	108,530
Gross Floor Area	97,300
<i>Residential</i>	83,500
<i>Office</i>	0
<i>Retail</i>	7,100
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	6,700
<i>Parking</i>	0
Development Cost Estimate	\$50,000,000
Residential Units	139
<i>Rental Units</i>	139
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	20% (on-site + payment in-lieu)
Parking spaces	3

SUSTAINABLE DESIGN/ GREEN BUILDING

In support of Boston's carbon-neutral goals, the Proposed Project will be designed and constructed to be Zero Net Carbon ready, LEED v4.1 Gold / 61 points certifiable, with a Building 2035 predictive Carbon Emissions Intensity (pCEI) of 1.25 kg CO₂e/sf-yr.

The proposed building will include a well-insulated air-tight enclosure and all-efficient-electric heat pump space conditioning with energy recovery ventilation and all-electric EnergyStar-rated appliances. The team is recommended to conduct a LCCA (Life Cycle Cost Analysis) of current proposed electric resistance DHW heating systems with consideration to BERDO compliance and comparative analysis of GHG reduction between proposed and heat pump systems.

The Proponent has committed to purchasing 100% renewable electricity for common building loads and setting up residential meters using the Boston Community Choice Electricity Program's "Green 100" option (100% renewable) and informing new residents of the building's green features, the benefits of using renewable electricity, and their ability to opt down or out at any time at no cost.

In the post-board review process, the Proposed Project will further assess solar PV with the final amount determined by Design Filing, provide an energy modeling report, and other pending items as communicated by the Article 37 reviewer.

The Proponent is recommended to minimize embodied carbon impacts with a structure and enclosure LCA and be constructed using low embodied carbon and healthy materials.

ZONING

Land use at the Project Site is governed by Article 51 of the Boston Zoning Code (the "Code"), the Allston-Brighton Neighborhood District. The Project Site is located within a Community Convenience, or CC-1, subdistrict. The Project's multifamily use on the upper levels is allowed by right, as are local retail and restaurant uses. Although a new live entertainment use will require zoning relief, this type of use (i.e., O'Brien's Pub) has been successfully established at the Site for many decades. The maximum building height at the Project Site is 35 feet, and the maximum floor area ratio is 1.0. The Project is anticipated to be approximately 105 feet in height, and to have an FAR of approximately 5.5. It may also require zoning relief for usable open space and certain setbacks. The Project will pursue any necessary use, dimensional, and other zoning relief through a petition to the Zoning Board of Appeal.

PLANNING AND ZONING CONTEXT

The Proposed Project at 1 Harvard Avenue is located in the Allston-Brighton Neighborhood Zoning District's Harvard Avenue Community Commercial (CC-1) Subdistrict, governed by Article 51 of the Zoning Code. This location at the corner of Harvard Avenue and Cambridge Street is a key node in the Allston Village Main Street

District and is characterized by mixed-use and commercial properties. The proposed mixed-use building with active ground floor use aligns well with the built environment of this area.

The Proposed Project also falls within the study area of the Allston-Brighton Needs Assessment, adopted by the BPDA Board in January 2024. While this planning process did not yield zoning, it did provide staff with insight relevant to the review of the Proposed Project, including a need for creative spaces in the neighborhood for artist performances. This need was also highlighted in the 2021 Allston-Brighton Arts, Culture and Placekeeping Report, which noted that development pressures were accelerating the loss of creative spaces and displacing creatives, particularly with the loss of smaller music venues. As the Proposed Project aims to reintroduce the Great Scott and revitalize O'Brien's Pub, two small-scale music venues, it will help create opportunities for emerging musicians and ensure that arts and cultural spaces can continue to service the community. Additionally, the Allston-Brighton Needs Assessment and Allston-Brighton Mobility Plan, adopted by the BPDA Board in May 2021, highlighted the need for comfortable and safe pedestrian facilities along Harvard Avenue especially with the high volumes of traffic at this intersection.

The Allston-Brighton Mobility Plan also highlighted the need to create a more attractive and comfortable walking and bicycle environment. The Proposed Project aligns with those goals as the three parking spaces provided will be for carshare and by providing a minimum of 144 interior bike parking spaces, including in-unit bike storage and storage for additional bikes on the second floor.

Furthermore, other plans that were considered during staff review including the ongoing Beacon Park Yard Regional Framework Plan and the Allston-Brighton Community Plan as these plans will guide the growth in the neighborhood and the area surrounding the Proposed Project.

While the Proposed Project will need variances for dimensional regulations including height, FAR, and minimum open space, the public realm and sidewalk improvements that were designed in collaboration with staff to ensure consistency with Complete Street Guidelines, will enhance the pedestrian experience which is consistent with the local planning context.

ARTICLE 80 REVIEW PROCESS

On January 27, 2025, the Proponent filed a Project Notification Form with the BPDA for the Proposed Project, pursuant to Article 80B of the Code. The Planning Department sponsored and held a virtual Impact Advisory Group meeting on February 10, 2025 and a virtual public meeting on February 24, 2025, both via Zoom. The Public Meeting was advertised in the local newspapers, posted on the Planning Department website, and a notification was emailed to all subscribers of the Planning Department's Allston neighborhood update list. The public comment period ended on March 7, 2025.

MITIGATION AND COMMUNITY BENEFITS

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

- Public Realm Improvements:
 - In compliance with Boston's Complete Streets policy, the Proponent will make sidewalk and streetscape improvements to the Cambridge Street and Harvard Avenue intersection.
 - Subject to City of Boston Transportation Department review and approval, the Proponent will enhance the public realm by reducing the curb radius at the Cambridge Street and Harvard Avenue intersection to expand the public realm in front of the Project Site and improve pedestrian safety.
 - The Proponent will reconstruct ADA-compliant ramps, serving Cambridge Street and Harvard Avenue crosswalk at the corner radius, and reconstruct reciprocal ADA ramps as required by code, on opposite sides of the street for Cambridge Street and Harvard Avenue.
 - A sidewalk Pedestrian Zone with a minimum 5'-0" clear accessible path of travel will be provided at the Proposed Project's frontages along Cambridge Street and Harvard Avenue to improve walkability and accessibility. Where the dimension between the property line and the edge of the Furnishing Zone is less than 5'-0", a pedestrian easement should be sought through PIC. The Proposed Project has agreed to grant a pedestrian easement to the City of Boston for the portion of the parcel that is acting as the public sidewalk along Harvard Avenue. This would require an action through the Public Improvement Commission to create

the pedestrian easement. Granting this pedestrian easement will allow an accessible pedestrian-friendly streetscape.

- The Proponent will install an anticipated six (6) new shade trees; two (2) street trees along Cambridge Street and four (4) street trees along Harvard Avenue adjacent to the Project Site as part of the Project Site improvements and mitigation associated with the Proposed Project. The tree plantings shall be coordinated and approved by the Planning Department, and other applicable city departments/agencies completed before the issuance of the Certificate of Occupancy for the Proposed Project.
- The Project Site's small corner lot is constrained by its location within an acute angle formed by the intersection and the building is comprised of small units, so no traditional open space is provided. However, the Proponent will provide a 1,833 square foot residential roof terrace.
- Public Improvement Commission ("PIC") actions anticipated include Specific Repairs and Pedestrian Easement. Specific Repairs scope may include: close (2) curb cuts; (1) new curb cut; street trees; non-standard paving; bike racks. PIC actions which might be triggered by the proposed canopy/awning are to be determined. PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.
- The project will be providing in-unit dedicated "bicycle niches" in every unit for interior bike storage and additionally will be providing a second-floor shared bike room with 48 bike spaces for residential and employee use. Interior bike room to provide the opportunity for e-bike storage. The precise location of minimum 31 visitor bike parking spaces in the public realm to be coordinated with City of Boston Planning Department. Through the course of Design Review, attention will be given to the dimension of building elevators to ensure sufficient dimension is provided for bicycles.

- As referenced above, a reduced corner radius at the intersection of Harvard Avenue and Cambridge Street to reduce vehicle speeds and improve the pedestrian network. Specific corner radius to be coordinated further with City of Boston Planning and Transportation Departments.
- Proponent to continue to work with the MBTA and City of Boston Planning Department to refine street interactions with an improved MBTA bus stop on Cambridge Street
- The Proponent will work with Staff and the Mayor's Office of Arts & Culture to select an artist and commission a mural on the first floor of the exterior façade along the face of the Great Scott venue. The placement and screening of mechanical equipment on the building will be developed for final design approval. Design review will continue, with a focus on the design of the canopies at each entrance, the layout of the building entrances, architectural exterior wall graphics, and the West elevation. The Proponent will present a signage master plan for separate review and approval by the BPDA.
- Within 30 days of issuance of Certificate of Occupancy, the Proponent will make a one-time "bikeshare" contribution of Forty-nine Thousand Dollars (\$49,000.00) to BTB per the City's Bike Parking Guidelines.
- The Proponent shall make a One Hundred Thousand Dollar (\$100,000.00) contribution to the City's Fund for Parks:

Recipient: City's Fund for Parks
Boston Parks and Recreation Department
1010 Massachusetts Avenue, 3rd Floor
Boston, MA 02118

Use: The contribution will be used to fund efforts to maintain green space and facilities in the vicinity of the project.

Amount: \$100,000.00

Timeline: The \$100,000.00 contribution is due within 30 days of issuance of Certificate of Occupancy.

The community benefits described above will be set forth in the Cooperation Agreement for the Proposed Project. The Cooperation Agreement payments shall be made to BTB and City's Fund for Parks, accordingly, within 30 days of issuance of Certificate of Occupancy and will be distributed as outlined above.

AFFIRMATIVELY FURTHERING FAIR HOUSING

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

Article 80 interventions:

- Providing a greater number of income-restricted Group-2 units than required

Marketing interventions:

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

INCLUSIONARY ZONING

The Proposed Project is subject to the affordability requirements for Article 80B projects set forth in Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ") and is located within Zone B, as defined by IZ. IZ requires that 18-20% of the total number of units, or leasable square footage, within Article 80B Large Project developments are designated as IZ units. In this case, the Proposed Project will include on-site income-restricted IZ units, voucher set-aside IZ units, and a payment in lieu of units for a total of 20% of total units or 20% of total residential leasable square footage of the Proposed Project.

The sizes, locations, and affordability of the IZ units, IZ voucher units, and any payment in lieu of units will be finalized in conjunction with Mayor's Office of Housing ("MOH") staff before the Proponent enters into an Affordable Rental Housing Agreement and Restriction ("ARHAR"); the final affordability proposal must be determined along with or prior to completion of final buildable floor plans for the Proposed Project prior to issuance of a first building permit. These changes alone would not necessitate a Notice of Project Change under Article 80. IZ Units and IZ voucher set-aside units must be comparable in size, design, and quality to the market-rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project.

Any payment in lieu of units will be calculated with MOH and paid by the Proponent into the City of Boston Treasury to the IDP Special Revenue Fund ("IDP Fund"), at a rate of \$460 per square foot (per IZ), for a total amount of square footage as follows:

(a) any positive value difference between 17% of total residential leasable square footage of the project and the square footage of on-site units restricted at an average of 60% of Area Median Income, plus (b) any positive value difference between 3% of total residential leasable square footage of the project and the square footage of on-site units set aside for households with housing vouchers rented up to the Small Area Fair Market Rent. Final determination of any payment amount may be subject to be recalculated upon any residential square footage changes within the project design and construction.

The ARHAR must be executed with MOH prior to the issuance of the Certificate of Compliance for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission ("BFHC") upon issuance of the building permit. The IZ Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident;
- (2) Household size (a minimum of one (1) person per bedroom); and
- (3) Households directly displaced or severely rent burdened (applicable to a number of units set forth in the Affirmative Marketing Plan, not to exceed 25% of on-site IZ Units and IZ voucher set-aside units).

Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference will also be available to households with a person whose need matches the build out of the unit. The City of Boston Disabilities Commission may assist MOH in determining eligibility for such a preference.

An affordability covenant will be placed on the IZ Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with an option to extend for an additional period of twenty (20) years). The household income of the renter and rent price of any subsequent rental of the IZ Units during this fifty (50) year period must fall within the applicable income and maximum rent price limits for each IZ Unit. IZ Units may not be rented out by the developer prior to leasing to an income eligible household, and MOH or its assigns or successors will monitor the ongoing affordability of the IZ Units.

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80B of the Code for Large Project Review. Therefore, staff recommends that the Director be authorized to: (1) issue a Scoping Determination Waiving Further Review for the proposed Great Scott Redevelopment project located at 1 Harvard Avenue in Allston (as defined below, the “Proposed Project”), in accordance with Article 80B, Large Project Review of the Boston Zoning Code (the “Code”); (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process for the Proposed Project; and (3) enter into a Cooperation Agreement, and any and all other agreements and documents, and to take any and all other actions that the Director deems appropriate and necessary in connection with the Proposed Project.

VOTED: That the Direct of the Boston Redevelopment Authority (“BRA”) be, and hereby is, authorized to issue a Scoping Determination waiving further review under Section 80B-5.3(d) of the Boston Zoning Code for the project located at 1 Harvard Avenue in the Allston neighborhood of Boston (the “Proposed Project”) which: (i) finds that the Project Notification Form submitted on January 27, 2025 adequately describes the potential impacts arising from the Proposed Project in the Allston area, and provides sufficient mitigation measures to minimize these impacts; and (ii) waives further review of the Proposed Project under Section 80B-5 of the Code, subject to continuing design review by the BRA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance or one or more Partial Certification of Compliance under Section 80B-6 of the Code for the Proposed Project upon the successful completion of all Article 80 processes for the Proposed Project or any phase thereof; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute a Cooperation Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interest of the BRA.

Great Scott Redevelopment



Great Scott Redevelopment





CITY of BOSTON

Michelle Wu, Mayor

To: [Quinn Valcich]
From: [Nicolas Lau], PWD
Date: [2/18/2025]
Subject: [Great Scott Redevelopment PNF] - Boston Public Works Department Comments

Included here are Boston Public Works Department (PWD) comments for PNF of 1 Harvard Avenue, Allston.

Project Coordination:

The developer should coordinate with the City of Boston if proposing any changes in use, dimensional, parking, or loading elements. The developer should coordinate with BTM and PWD to develop safety and accessibility improvements for pedestrians and cyclists in the area.

Project Specific Scope Considerations:

The developer should coordinate with PWD in regards to reconstructing all the pedestrian ramps and their reciprocals at the intersection of Cambridge St and Harvard Ave. Coordination with BTM will be required in regards to maintaining the bike facilities on Cambridge St and Harvard Ave. The developer should coordinate with the Parks and Recreation department and the Office of Green Infrastructure regarding the planting of street trees. The developer shall also coordinate with PIC in regards to any changes in curb geometry, streetscape materiality, as well as any overhang into the public right-of-way. Lastly, the developer shall coordinate with the Boston Street Lighting Department in regards to the construction of new street lighting fixtures.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public vs Private Right-of-Way:

Although the general comments below apply specifically to work associated with the project within the public right-of-way, it is preferred and encouraged for construction in the private right-of-way to be consistent with City standards for public ways, as well, to the extent possible. Should these streets ever become public ways, they must conform to the City standards as outlined below.

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current Americans with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections abutting the project site if not already constructed to ADA/AAB compliance per Code of Massachusetts Regulations Title 521, Section 21 (<https://www.mass.gov/regulations/521-CMR-21-curb-cuts>). This includes converting apex ramps to perpendicular ramps at intersection corners and constructing or reconstructing reciprocal pedestrian ramps where applicable. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the PWD Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

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



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

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

Green Infrastructure:

The developer shall work with PWD, the Green Infrastructure Division, and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Driveway Curb Cuts

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

Discontinuances

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

Easements

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

Landscaping

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

Street Lighting

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer. All proposed lighting within the Public ROW must be compatible with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway. For all sections of sidewalk that are to be reconstructed in the Public ROW that contain or are proposed to contain a City-owned street light system with underground conduit, the developer shall be responsible for installing shadow conduit adjacent to the street lighting system. Installation of shadow conduit and limits should be coordinated through the BPDA Smart Utilities team.

Roadway

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Additional Project Coordination

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Resiliency:

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



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Michelle Wu, Mayor

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at [REDACTED]

Sincerely,

Jeffrey Alexis



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Boston City Council

LIZ BREADON

Councilor – District 9

TRANSMITTED VIA EMAIL

April 10, 2025

Ms. Priscilla Rojas
Chair, BPDA Board
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02201

RE: Great Scott Redevelopment Project- Letter of Support

Dear Chair Rojas:

As the City Councilor for District 9, I would like to express my strong support for the Great Scott Redevelopment project (the 'Project') proposed by Allston Live Management, LLC (the 'Proponent'), to be located at 1 Harvard Avenue in the Allston neighborhood of Boston.

First opened in 1976, Great Scott was a historic music venue located on Commonwealth Avenue that served as a hub for Allston's music and artistic community. This original venue closed in 2020 during the COVID-19 pandemic, representing a significant loss to Boston's local music scene.

With this project, the Proponent proposes to return the Great Scott music venue to Allston Village as part of a larger mixed-use project. More specifically, the Proponent has proposed to construct a 9-story mixed-used building approximately 108,530 GSF in size that will include 139 rental housing units and 7,100 SF of ground-floor commercial space. This ground-floor space will include a new Great Scott venue, a performance space designed to accommodate a 300 person capacity. Additionally, this project will also create a new venue for O'Brien's Pub, Great Scott's smaller 'sister' venue that is currently located on the project site.

As Allston-Brighton has grown in recent years, local artists and musicians have faced displacement due to such factors as rising costs and lost performance space. I am thrilled that this project will both revive Great Scott and retain O'Brien's Pub, ensuring that two music venues vital to our local music scene remain in Allston.

I appreciate your review of this letter and look forward to this project advancing.

Sincerely,

Liz Breadon
Boston City Councilor
District 9, Allston-Brighton



Boston City Council

LIZ BREADON

Councilor – District 9

cc: Casey Hines, Deputy Director of Development Review, City of Boston Planning Department
Jeffrey Thomas, Communications and Intergovernmental Relations Specialist, City of Boston
Planning Department
Quinn Valcich, Senior Project Manager, City of Boston Planning Department