



Planning Department

MEMORANDUM

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

FROM: Joanne Marques
Regulatory Planning & Zoning

DATE: September 17, 2025

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the September 23, 2025 Board of Appeal's Hearing.

Also included are the Board Memos for:
12 Post Office SQ Boston 02109
2 to 8 Bowdoin ST Dorchester 02121
200 Hillside ST Mission Hill 02120

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



Case	BOA1731788
ZBA Submitted Date	2025-06-09
ZBA Hearing Date	2025-09-23
Address	105A to 107 Beach ST Boston 02111
Parcel ID	0305334000
Zoning District & Subdistrict	Leather District Mixed-Use
Zoning Article	32-4
Project Description	This project seeks to convert the fourth and fifth floors of an existing five-story building from business use to residential, creating six dwelling units. The lower floors are currently, legally occupied as offices, restaurants (37-36A), retail, and a language school (per ALT73505, 2011).
Relief Type	Conditional Use
Violations	GCOD Applicability

Planning Context:

The proposed project sits in an established mixed-use area at the corner of Beach Street and Lincoln Street on the southern end of the Leather district, bordering Chinatown. The existing building is a five-story commercial property, currently zoned for mixed-use, and wraps around Parcel 0305333000 which houses retail and restaurant uses. Constructed in 1899, the building currently has an FAR of 5 - the maximum for this neighborhood is 8.

The building sits less than 500 feet from South Station, Mary Soo Hoo Park, and Reggie Wong Memorial Park, and is within a Coastal Flood Resiliency Overlay District, but because the change of use is less than 15 units, the requirements for resiliency review are not applicable.

The City of Boston launched the Office to Residential Conversion program to encourage the adaptive re-use and conversion of underutilized office space to expand housing options in downtown Boston. The proposal is in alignment with the spirit of this program, and other planning efforts such as Plan: Downtown which seek to tackle office vacancy rates, by adding six additional housing units in close proximity to public transportation and Open Space amenities.



Zoning Analysis:

The project was cited for GCOD applicability on May 27, 2025, pursuant to Section 32-4 due to the substantial rehabilitation of the structure for the purpose of egress. The purpose of the Groundwater Conservation Overlay District, as detailed in Section 32-1 is to: (a) prevent the deterioration of and, where necessary, promote the restoration of, groundwater levels in the city of Boston; (b) protect and enhance the city's historic neighborhoods and structures, and otherwise conserve the value of its land and buildings; (c) reduce surface water runoff and water pollution; and (d) maintain public safety.

While this project does not meet requirements for Article 80 review, resiliency measures should still be taken into consideration

Recommendation:

In reference to BOA1731788, The Planning Department recommends APPROVAL WITH PROVISIO/S: the plans shall be reviewed and approved by the Boston Water & Sewer Commission due to its location within the Groundwater Conservation Overlay District (GCOD).

Reviewed,

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Deputy Director of Zoning



Case	BOA1708481
ZBA Submitted Date	2025-04-11
ZBA Hearing Date	2025-09-23
Address	45A Oriole ST West Roxbury 02132
Parcel ID	2002217000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Erect a new detached garage with the second story to that will be used as an extended living suite.
Relief Type	Variance
Violations	Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Side Yard Insufficient Existing Building Alignment Screening & Buffering Req Two or More Dwelling Same Lot

Planning Context:

The homeowner at 45A Oriole Street is proposing a detached garage at the rear of the property, with a parking space on the ground floor and an additional dwelling unit above that includes a bedroom, living area, and bathroom. The goal is to create a flexible space for extended family use, without converting the property into a multi-family home or altering the primary structure.

The property is located in a predominantly residential section of West Roxbury, just a short distance from Washington Street and from Centre St—key corridors with access to bus routes and nearby commuter rail service. The surrounding area is made up primarily of single-family homes on generously sized lots, many of which include accessory structures. Several nearby properties—such as 103, 113, and 131 Wren Street—have detached garages located at the side or rear of their lots, establishing a clear precedent for this kind of addition in the neighborhood.

This backyard detached dwelling unit is a clear case for zoning reform. The current code lacks a path for homeowners to adapt homes for family needs. Modest, well-designed additions like this



support multigenerational living without disrupting neighborhood character—and align with the City's goals for more flexible, incremental housing options.

Zoning Analysis:

Seven zoning violations have been cited for 45A Oriole St: lot area insufficient, lot width insufficient, lot frontage insufficient, side yard insufficient, screening and buffering requirement, conformity with existing building alignment, and two or more dwelling on the same lot. Many of these violations have been incorrectly flagged and some reflect outdated regulations that do not accommodate the needs of today's households.

As for the side yard, the proposed 6 feet is typical of the surrounding context; several nearby properties appear to have side yards of comparable width. These dimensions reflect the historic development pattern of the neighborhood and should not be grounds for denial.

Lot width insufficient and lot frontage insufficient are incorrectly flagged in this case, as the lot is 77.25 feet wide, well above the 60-foot minimum. These are pre-existing conditions that are not altered by the proposed structure. Similarly, the citation for two or more dwellings on the same lot is based on a misinterpretation. The in-law suite does not function as a second dwelling unit; it lacks a kitchen and is clearly intended as a temporary accessory living space for extended family.

The usable open space violation appears to be incorrectly flagged. In the 1F-6000 subdistrict, zoning requires 1,800 square feet of usable open space per dwelling unit. Since the proposal maintains a single dwelling unit, the in-law suite does not constitute a separate unit, only 1,800 square feet are required. The lot provides well over that amount, and the proposed addition does not meaningfully reduce the usable open space already available.

The lot area violation has also been incorrectly flagged. The property is approximately 9,000 square feet, which is well above the 6,000 square-foot minimum required in the 1F-6000 subdistrict. This is a clear case where the existing lot exceeds zoning requirements, and the proposed addition does not alter the lot area in any way.

Plans do not demonstrate adherence to the screening and buffering requirement. According to Article 56 Section 37 "Any off-street parking facility or lot, off-street loading area, or accessory storage area that abuts (a) a public street, (b) a public park, (c) a Residential Subdistrict or Residential Use, or (d) in the case of a Lot located in a Local Industrial Subdistrict, a



Neighborhood Business Subdistrict, shall be screened from view as provided in this Section 56-37.2". However, many detached structures in a one-block radius of 45A Oriole St, lack the screening and buffering that is required by zoning. This reflects outdated zoning codes that do not affirm the current planning and development goals of the City, and relief is recommended.

This plan has also triggered a "Conformity with Existing Building Alignment" violation. Though not quantified in the plans, it shows that the proposed garage is a couple feet behind the front line of the existing building. Since this aligns with the existing character of other detached garages in the area, relief is recommended.

Lastly, Section 56-40 states that if two dwellings are built on the same lot, the requirements with respect to lot area, lot width, lot frontage, usable open space, front yard, rear yard, and side yards shall apply as if such dwelling were on a separate yard. It also states that the distance between the two dwellings shall not be less than twice the minimum side yard depth required by this article, which is 10 feet. In this case, the garage and additional dwelling unit is a contextually appropriate way to build additional living space at a scale that resembles the surrounding context. The footprint of the proposed detached garage is also similar to the constraints of the existing concrete pathway, but with greater clearance to the front and side lot lines. Given the zoning reform work being done citywide to allow for the development of detached ADUs, this dimensional violation should not apply to the proposed project.

Plans reviewed are titled "Plan of Proposed Construction 45 Oriole Street Boston, Massachusetts" prepared by "Greater Boston Surveying and Engineering" on March 13, 2024.

Recommendation:

In reference to BOA1708481, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1690859
ZBA Submitted Date	2025-02-10
ZBA Hearing Date	2025-09-23
Address	122 Wood AV Mattapan 02136
Parcel ID	1804048000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Construct a new two-family dwelling after subdividing an existing lot.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Side Yard Insufficient Usable Open Space Insufficient Front Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient Parking or Loading Insufficient

Planning Context:

This project is filed in connection to ALT1676803. The proposed project would erect a two-family home after subdividing a lot that currently contains an existing two family structure. The subdivision would create an open undeveloped lot in which the proposed building would be built on. The surrounding context is made up of a mixture of single- family and two-family dwellings. The site is a corner lot condition and much larger than the neighboring lots. The proposed is within the area of PLAN: Mattapan but was not rezoned.

Zoning Analysis:

The current lot is larger than much of the neighboring lots at the size of 6,872 sf. The subdivision would make cut the large lot almost in half and the proposed newly created lot would be similar in size to the neighboring lots at 3,181.34 sf, which are all smaller than the requirement at 6,000 sf. The proposed has an insufficient lot width and lot frontage of 32 ft. The floor area ratio of the proposed is excessive at 0.7 when the maximum is 0.5. The proposed usable open space per dwelling unit is insufficient at 980 sf while required would be 3.600 sf.



The proposed side yard is insufficient at 4.9 ft while the minimum is 10 ft. These violations are commonplace in the surrounding context especially amongst the residences along the Wood Ave corridor. The front yard is proposed at 16.5 ft while the required is 25 ft. The rear yard is proposed at 23.4 ft while the required is 40 ft. Both the front yard and rear yard setbacks are in line with the neighboring existing house conforming with existing building alignment as recommended by the zoning code. Lastly the project will have insufficient parking of 0 while the required would be 4. PLAN: Mattapan specifically calls for a need for contextually appropriate infill housing due to help the City's present shortage of housing. The PLAN also recognizes the challenge of the new projects including off-street parking. The proposed remains in line with the surrounding context while adding to the housing stock of the city.

Recommendation:

In reference to BOA1690859, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1690861
ZBA Submitted Date	2025-02-10
ZBA Hearing Date	2025-09-23
Address	122 Wood AV Mattapan 02136
Parcel ID	1804048000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Subdivide a lot with an existing two-family dwelling into two lots.
Relief Type	Variance
Violations	Side Yard Insufficient Usable Open Space Insufficient Lot Width Insufficient Lot Frontage Insufficient Lot Area Insufficient

Planning Context:

This project is filed in connection to ERT1676804. The proposed project would subdivide a corner lot which is larger than much of the neighboring context and contains an existing two-unit structure. The subdivision would make the lot containing the existing building smaller, but still similar in size to much of the neighboring lots with a similar amount of open space. No alterations will be made to the existing building. The surrounding context is made up of a mixture of single-family and two-family dwellings. The proposed project is within the area of PLAN: Mattapan but was not rezoned because it is located within the Hyde Park Neighborhood District.

Zoning Analysis:

The proposed subdivision creates five violations on the now smaller existing lot. The lot area is insufficient at 3,901.66 sf while the required minimum is 6,000 sf. The lot width and frontage are insufficient at 41 ft while the minimum required is 60 ft. The usable open space is insufficient at 1,195 while the required minimum would be 3,600. Lastly the side yard will be insufficient at 3.8 ft while the required minimum is 10 ft. All of these violations are commonplace across the neighborhood with lots of similar size and houses of similar mass. PLAN: Mattapan specifically calls for a need for contextually appropriate infill housing due to help the City's present shortage



of housing. The proposed would allow for the creation of new housing, while preserving existing housing and remaining in character with the surrounding context.

Recommendation:

In reference to BOA1690861, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1709737
ZBA Submitted Date	2025-04-16
ZBA Hearing Date	2025-09-23
Address	12 Perkins AV Hyde Park 02136
Parcel ID	1811653000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Convert an existing garage into a detached accessory dwelling unit.
Relief Type	Variance
Violations	Side Yard Insufficient Rear Yard Insufficient Two or More Dwellings on Same Lot Use: Forbidden

Planning Context:

The proposed project intends to convert an existing garage structure to a detached accessory dwelling unit. The ADU Guidebook, approved in November 2024, provides a number of schemes to enable the addition of one unit of housing on various lot types across Boston. More specifically, the guidebook describes the conversion of an existing external structure into an additional unit as a suitable renovation for larger size lots. Fire access to the ADU is provided by a driveway greater than twenty feet in width.

Zoning Analysis:

The project's scope aligns well with the Mayor's Office of Housing's ADU 2.0 Pilot and ongoing planning work to develop a Citywide ADU Pattern Book and zoning for ADUs. In 2021 and 2022, the Mayor's Office of Housing (MOH) developed the ADU 2.0 initiative, which provides guidance and zoning relief to homeowners interested in turning existing exterior structures, like garages, into livable spaces. MOH recognizes that ADUs can provide additional income for homeowners and flexible, separate living arrangements for families to age in place, or support relatives or children while still maintaining their privacy. Given that the garage is an existing structure, the dimensional nonconformities will remain unchanged with this project. The existing yards to remain are 9.15 feet for the side yard and 4.3 feet for the rear yard, compared to the zoning requirement of ten feet for a side yard and forty feet for a rear yard.



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Recommendation:

In reference to BOA1709737, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1711310
ZBA Submitted Date	2025-04-22
ZBA Hearing Date	2025-09-23
Address	131 Neponset Valley PW Hyde Park 02136
Parcel ID	1812687000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Construct new three-story residential building on a combined lot
Relief Type	Variance, Conditional use
Violations	GPOD Applicability FAR Excessive Height Excessive (stories) Usable Open Space Insufficient Use: Forbidden (MFR)

Planning Context:

The proposed project was originally submitted to the Zoning Board of Appeal and approved in May 2024, under the case BOA1285851. This proposal is an update with an increased FAR and increased building height. No increase in the number of units or building footprint is proposed.

Zoning Analysis:

Per the original decision by the ZBA, the requested relief was granted "in harmony with the general purpose and intent of the Code and will not be injurious to the neighborhood or otherwise detrimental to the public welfare." The decision also found that this project was appropriate within the boundaries of the GPOD overlay, as the project would not have adverse effect on the Greenbelt Roadway. The updated project increases the proposed height of the structure, but does not exceed the maximum allowed height as measured in feet in the zoning subdistrict (35 feet). The proposed project exceeds the number of stories allowed in the subdistrict (2.5 stories) by proposing a complete third story. Other residential structures in the area vary from two to three stories. This complete story allows for additional living space within each dwelling unit, commensurate with the goals of Housing a Changing City. The FAR violation follows from the added living space within each dwelling unit.



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Recommendation:

In reference to BOA1711310, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1734311
ZBA Submitted Date	2025-06-16
ZBA Hearing Date	2025-09-23
Address	150 Woodrow AV Dorchester 02124
Parcel ID	1403656000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	Reconstruct a third floor dormer and living area to create additional space for a new dwelling unit.
Relief Type	Variance
Violations	FAR Excessive Additional Lot Area Insufficient Height Excessive (stories) Usable Open Space Insufficient Side Yard Insufficient Parking or Loading Insufficient

Planning Context:

The proposed project site is located 0.3 miles from Blue Hill Avenue, a major retail and transit corridor. Adding housing near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans.

Buildings with the proposed massing and provided parking are contextual for this neighborhood. The ADU Guidebook, approved in November 2024, provides a number of schemes to enable the addition of a housing unit on various lot types across Boston. More specifically, the guidebook describes the conversion of an attic into an additional unit as a suitable renovation for adding housing to smaller lots without sacrificing open space or the existing structure.

Zoning Analysis:

The proposed project is to re-construct a third floor dormer to create additional space for an ADU and seeks relief for six violations. The project is in a 3F-5000 zone and was found in violation of dimensional controls and parking requirements.

According to Article 60 Table H, this site requires 0.75 off-street parking spaces per dwelling unit. The proposal adds a unit, but does not add parking. The Planning Department



recommends this violation for relief, as the addition of housing aligns with City of Boston planning goals and the amount of parking for this building is contextual with the neighborhood. Adding an additional parking space to this lot would require demolishing the existing structure.

The total lot area required for this building is 7,500 square feet. However, the existing lot area is a condition that cannot be changed. The floor area ratio and usable open space area are contextual with the surrounding neighborhood. The proposed building height and massing would keep this building consistent with the surrounding context. Therefore, the Planning Department recommends relief of the violations.

Plans reviewed are titled "Proposed Shed Dormers & Interior Renovation", prepared by Nazeh Hammouri Professional Engineering, and dated 10/01/24.

Recommendation:

In reference to BOA1734311, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1721785
ZBA Submitted Date	2025-05-16
ZBA Hearing Date	2025-09-23
Address	396 Harvard ST Dorchester 02124
Parcel ID	1404420000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	Expansion of the worship space and conference area of an existing house of worship.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Front Yard Insufficient

Planning Context:

The proposed project would expand an existing three-story worship space into a worship space with community center aspects. The proposed project sits on Harvard Street, which is a side street off of Blue Hill Ave, the main thoroughfare for the area. It is defined by an active streetscape with mixed-use commercial and residential being the predominant built form. The new addition takes the design of the existing building and extends it further into the rear yard of the property. There will be no changes to the height or width of the project, just the depth as the building expands into the rear yard. The proposed project contributes to this character as it encourages ground-level activation as well as community building. This increased massing is also common along corner lots in this area and helps to reinforce the neighborhood character.

Churches with associated community spaces are common in the area, and help create a community fabric that helps define the neighborhood. It sits directly adjacent to many commercial and community businesses along Blue Hill Ave. It is also well connected to transit with the 28 and 29 buses stopping on Blue Hill Ave.

Zoning Analysis:

The side yard required by the code is 10 feet. The proposed project only provides 9.7 feet of clearance. However, this is the current existing setback on the northern side of the property.



While this project is extending further into the rear of the lot, the side width between the two lots will not decrease. This points to the appropriate fit of the project as the current condition already exists.

The next violation is regarding the front yard setback. There is a requirement of 15 feet from the code, and the project is offering a minimum of 19.9 feet. This is an incorrect violation, as it is meeting the zoning requirement.

The final violation is regarding FAR. The FAR of the existing building is 0.5, which is under the 0.8 maximum outlined in the code. The new project will have an FAR of 1.2, which is above the allowed maximum. However, this expansion of the building is for conference and worship spaces. These are functions that are not in continuous use and provide a false image of the density that this project will bring with it. The FAR is appropriate for the lot and area in question, as the density of this scale is very common, even for fully occupied residential projects. The new massing of the building is contained fully in the rear of the project and is on a similar scale to nearby community based services. The massing of the building and its placement on a corner lot helps to establish a more unified street wall for the area.

The plans reviewed are titled Certified plot plan at 396 Harvard ST Dorchester 02124 and were prepared by Boston Survey Inc.. They are dated July 1, 2024.

Recommendation:

In reference to BOA1721785, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1715853
ZBA Submitted Date	2025-04-29
ZBA Hearing Date	2025-09-23
Address	23 Shafter ST Dorchester 02121
Parcel ID	1401508000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Construct a two-unit dwelling with two parking spaces on a vacant lot replacing an existing yard and driveway space.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient Height Excessive (stories) FAR Excessive Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient

Planning Context:

The proposed project site is on a residential street comprised of mostly two- and three-unit housing with a few denser housing types nearby. The Four Corners area, located a seven minute walk from the project site, has housing conveniently located by places of worship, local retail and other services. Franklin Park and Harambee Park are less than a mile away and the MBTA Commuter Rail Four Corners/Geneva station is 0.4 miles from the site.

This node is well-served by transit, while maintaining a medium-density residential environment off the main arteries. Housing on this street typically has small front yards with more open space behind and beside the building to accommodate parking spaces. Many buildings have street parking only and reduced open space on the lot.

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. It is a goal of the Planning Department to write zoning that legalizes common existing uses around the city. The proposed building is in line with the most buildings in



the area in terms of massing, parking, and open space. The proposed project aligns with City of Boston planning goals and the existing neighborhood context.

Zoning Analysis:

The proposal seeks relief for seven dimensional violations and parking requirements.

The proposed project violates the maximum 2.5-story height requirement. This adds two units to the site that will be more spacious than many of the existing housing types because of the full third level. The dormer design matches the typical 2.5 story facade while still adding a full floor of space. While the proposed three story height violates the required minimums by 0.5 stories, the design and story count are contextual.

The project was also flagged for insufficient off-street parking space size and maneuverability area. There is also insufficient usable open space. The proposed design appears to allow adequate space for maneuvering and parking, but this cannot be confirmed without the full dimensions of the spaces being provided on the plans. If there is not adequate space on the lot for two rear parking spaces, the proponent should consider re-designing the parking or eliminating parking in favor of meeting minimum open space requirements.

Though the proposed project violates side, rear, and front yard dimensional regulations, the proposal's massing and side yard dimensions are typical of this area. The site's lot area (3,021 square feet) is an existing condition that cannot be changed by any iteration of this proposal. This iteration fits seamlessly with the neighborhood context and is therefore recommended for approval.

Plans reviewed are titled "23 Shafter Street New Two-Family Dwelling", prepared by Alfaro Mendoza & Company Architects + Builders, and dated 6/12/2025.

Recommendation:

In reference to BOA1715853, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with special attention to parking dimensions ensuring adequate space for maneuverability of all spaces or a decrease in total space count.



Planning Department

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Reviewed,

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Deputy Director of Zoning



Case	BOA1761846
ZBA Submitted Date	2025-08-11
ZBA Hearing Date	2025-09-23
Address	413 to 419 Shawmut AV Roxbury 02118
Parcel ID	0900323000
Zoning District & Subdistrict	South End Neighborhood MFR
Zoning Article	64
Project Description	The site is currently a church and community center, and the proponent is seeking to change the occupancy to a community and youth center which would accommodate an after school program for children between the ages of 6 and 25.
Relief Type	Conditional Use
Violations	Community Center: Conditional

Planning Context:

419 Shawmut Ave is located in the South End Neighborhood. The site is currently a church and community center, and the proponent is seeking to change the use to a community and youth center which would accommodate an after school program for children between the ages of 6 and 25. The surrounding area is mainly residential, with some complementary community assets including a park and a school.

Zoning Analysis:

413 Shawmut Ave is located in the South End Neighborhood district and the MFR zoning subdistrict. There are several zoning overlays including the Coastal Flood Resilience Overlay, Ground Water Conservation Overlay, Restricted Parking Overlay and Restricted Roof District Overlay.

Youth Centers are a conditional use in the South Ends multi-family residential subdistricts. However, given the surrounding context, this proposal is appropriate given that, as outlined in Article 6 Section 3 of the code, it is an appropriate location, it will not adversely affect the neighborhood, there will be no serious hazard to vehicles or pedestrians, and no nuisance will be created.



Planning Department

CITY of BOSTON

Recommendation:

In reference to BOA1761846, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1743094
ZBA Submitted Date	2025-06-30
ZBA Hearing Date	2025-09-23
Address	103 F ST South Boston 02127
Parcel ID	0700957000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The proposed project is an addition to an existing one unit building on a corner lot. The existing building is two and a half stories with a prior rear addition and one parking space in the rear. The proposed project would extend the half story to a full story with a flat roof. The existing rear addition would be removed and all three floors would be enlarged in the rear. This means the overall building footprint would become deeper on the side of the lot abutting Gold St and more shallow on the side of the lot abutting 105 F St. The project also includes adding another compact parking space to the existing driveway without changing the curb cut.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Parking design and maneuverability Roof Structure Restrictions Front Yard Insufficient Side Yard Insufficient

Planning Context:

This project is in a residential area in South Boston on the corner of F St and Gold St. The area is characterized by narrow lots with mostly attached buildings and small front yards. Buildings are primarily two and a half stories to three stories. The existing lot has a driveway on Gold St, where there is no on-street parking and there are many garage and driveway entrances.

Zoning Analysis:

Because the proposed project would increase the height of the existing building, it is subject to the following section of Section 68-29. - Roof Structure Restrictions:

“The height of any building existing on (the existing date of this amendment [October 15, 2019]), shall determine that allowed building height on that lot subsequent to total or



partial demolition of such building. Any proposed construction on the lot that would exceed the prior height shall require Board of Appeal approval, and shall be subject to the roof structure and building height restrictions of this Section 68-29 and the height limits applicable to the Subdistrict in which the lot is located. In making its decision, the Board of Appeal shall consider whether such roof structure has the potential for significantly restricting light and/or air flow to adjacent structures and/or restricting views from roofs, windows, doors, or balconies.”

The building depth is being shortened on the side of the lot abutting 105 F St, meaning the project would increase access to light and area flow to the only adjacent structure. The project is also only slightly taller than the existing building (three stories from two and a half stories), and is not out of alignment with the character of the area, as there are many three story buildings nearby.

The project proposes an FAR of about 2.09 (according to the zoning analysis table in the plans) and therefore does not comply with the FAR maximum of 2.0. Most buildings in this area (particularly on Gold St) also seem to have FARs greater than 2.0. This indicates that there may be a need to reform the zoning in this area to better reflect the built conditions.

The project also does not comply with the minimum front yard requirement. Section 68-34 states “If at any time in the same Block as a Lot required by this Article to have a minimum Front Yard there exist two or more Buildings fronting on the same side of the same Street as such Lot, instead of the minimum Front Yard depth specified in this Article, the minimum Front Yard depth shall be in conformity with the Existing Building Alignment of the Block.” The Existing Building Alignment appears to be about 2 ft (the front yards of 109 F st and 107 F st). The existing front yard of 103 F St is slightly smaller at about 1 ft. The project extends the existing front yard violation by building on top of the existing building. However, the project would keep the same building footprint in the front and therefore would not worsen the violation by making the building extend any further into the required front yard.

The project also does not comply with the minimum side yard requirement of three feet. The existing building has zero foot side yards on both sides of the lot. The proposed project would worsen this violation on the side abutting Gold St by making the building deeper on that side. However, it would lessen the violation on the side abutting 105 F St by shortening the depth of



the existing building on that side. This overall improves the condition, as it allows more light and air access for the neighboring lot of 105 F St.

The project is cited for parking maneuverability because Section 68-33.5 states: "All off-street parking facilities provided to comply with this Article... provide appropriate maneuvering areas located within the Lot and appropriate means of vehicular access to a Street." The front of the second parking space does not quite align with the curb cut and a car in the standard space may therefore be in way for a car to exist and enter the compact space. However, because this is a single unit building and both spaces would therefore be used by the same owner, this would have minimal issues.

Reviewed plans: titled "103 F STREET" and prepared by Timothy Sheehan Architect, dated 4/7/2025.

Recommendation:

In reference to BOA1743094, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1655448
ZBA Submitted Date	2024-09-24
ZBA Hearing Date	2025-09-23
Address	10 W Cedar ST Boston 02108
Parcel ID	0501515000
Zoning District & Subdistrict	H-2-65
Zoning Article	Boston Proper
Project Description	Construct a one-story sunroom at the rear of a three-story, single-unit building.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive GCOD Applicability

Planning Context:

The proposed project would add a one-story sunroom to the rear of an existing dwelling.

The existing building is a 3.5-story, brick, single-unit attached town house in Beacon Hill. According to NearMap aerial imagery from July 2025, the rear yard is planted with at least one tree. The rear of the site abuts Cedar Lane Way, an eight-foot wide public way that bisects the block. A brick wall approximately eight feet in height runs along the edge of Cedar Lane Way, screening off the rear of the site and the site's abutters from Cedar Lane Way.

According to NearMap aerial imagery from July 2025, the attached town houses on this block of West Cedar Street are on identical lots, are all 3.5 stories in height, and all have the same size and shape rear yard. There are several mature trees that provide shared shade across the rear yards. None of the town houses on the block have an addition similar to that proposed. However, there are examples of townhouses on neighboring blocks that have one-story rear additions.

Zoning Analysis:

The proposed project was cited for an excessive FAR. The existing FAR is approximately 2.5, and the zoning maximum FAR is 2.0. Therefore, the existing FAR is nonconforming. In addition, each of the buildings on the same block of Cedar Lane Way as the proposed project have the same height, building footprint, and lot size and therefore appear to also have nonconforming FAR.



The proposed project is also within a Groundwater Conservation Overlay District (GCOD). GCOD requires that projects apply to obtain a Conditional Use Permit.

The proposed project is also within the Historic Beacon Hill District in which all exterior work visible from a public way is subject to Landmarks Commission Design Review. On July 24, 2024, the Landmarks Commission determined that no Design Review was required for this project.

Recommendation:

In reference to BOA1655448, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1703137
ZBA Submitted Date	2025-03-25
ZBA Hearing Date	2025-09-23
Address	1 Gloucester ST Boston 02116
Parcel ID	0503454000
Zoning District & Subdistrict	Boston Proper H-3-65
Zoning Article	13
Project Description	Correcting the legal occupancy of an existing building from ten units to the existing eleven Units
Relief Type	Variance
Violations	Parking or Loading Insufficient

Planning Context:

The building is an existing multi-family four-story fully residential building in the Back Bay neighborhood built in 1899 predating the existing zoning. The surrounding context is made up of buildings with a similar mass and use. The owners are seeking to change the documented occupancy to 11 units when presently it is listed as 10 units. There will be no construction or work done on the building.

Zoning Analysis:

The occupancy was reviewed to be 10 units on December 16, 2024. However the owners have identified they have had 11 apartments in the building which is allowed in this district. With this there is a zoning violation of insufficient off-street parking. The building would require 7 parking spaces when it presently has none. The building and neighborhood around it predates cars and zoning for parking requirements. Providing parking would require demolishing a landmarked structure. This is a case for zoning reform to eliminate minimum parking requirements in inappropriate contexts.

Recommendation:

In reference to BOA1703137, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

A handwritten signature in black ink, reading "Kathleen O'Neil".

Deputy Director of Zoning



Case	BOA1754168
ZBA Submitted Date	2025-07-24
ZBA Hearing Date	2025-09-23
Address	1 Duke ST Mattapan 02126
Parcel ID	1404994000
Zoning District & Subdistrict	Greater Mattapan Neighborhood R2
Zoning Article	60
Project Description	The proponent seeks to change the use of a two-family dwelling to a three-family dwelling through renovation of the basement into a separate unit
Relief Type	Variance
Violations	Rear Yard Insufficient Front Yard Insufficient Building Lot Coverage Excessive

Planning Context:

1 Duke Street is located in the Greater Mattapan Neighborhood District, within the R-2 Residential Subdistrict. This area is primarily made up of one- and two-family homes, reflecting a medium-density residential character.

The proposal seeks to change occupancy from a two-family dwelling to a three-family, through the renovation of basement space. While variances are required, the project aligns with the adopted Mattapan rezoning plan, which encourages the creation of additional housing opportunities within existing buildings. By adding a unit without expanding the building's footprint, the proposal advances the plan's goals of supporting housing production in a way that is incremental, preserves neighbourhood character, and makes efficient use of existing housing unused space.

The property is also listed in the Boston MHC Historic Inventory Areas, recognizing its architectural and historic value. While this does not prevent renovation, it highlights the importance of ensuring changes respect the building's character and surrounding neighborhood.

Zoning Analysis:

With the proposed basement conversion, the project triggers three dimensional violations: front yard insufficient, rear yard insufficient, and excessive lot coverage. The basement layout



provides a complete dwelling unit with bedrooms, bathrooms, kitchen/living, laundry, and common areas, making use of existing space.

Because the dwelling is not owner-occupied, the proposed Additional Dwelling Unit is not exempt from the cited zoning violations, per Section 60-3 of the Zoning Code. Under Section 8 of chapter 150 of the Acts of 2004, while state law requires all other municipalities to eliminate owner-occupancy requirements for ADUs, Boston's zoning continues to maintain this requirement.

Regarding the front and rear yard violations, these result from the siting of the existing building on the lot, and the proposed work does not further reduce yard conditions. The lot coverage violation reflects the existing building floorplate, which already exceeds the allowable percentage for lots over 5,000 square feet. Since the proposal does not expand the building envelope, these dimensional nonconformities pose minimal impact to the surrounding context.

The property is located in an area listed in the Massachusetts Historical Commission (MHC) Inventory, which may require review by the Boston Landmarks Commission staff for exterior changes or demolition.

Overall, the proposal supports PLAN Mattapan by adding an additional dwelling unit within the existing structure, promoting sustainable growth while respecting the character of the neighbourhood. .

Recommendation:

In reference to BOA1754168, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1724209
ZBA Submitted Date	2025-05-22
ZBA Hearing Date	2025-09-23
Address	6 Groom ST Dorchester 02125
Parcel ID	0703688000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Construct an additional unit above an existing three-unit residential building, for a total of four units, and a new roof deck.
Relief Type	Variance
Violations	Lot Area Insufficient Lot Frontage Insufficient FAR Excessive Side Yard Insufficient Front Yard Insufficient Rear Yard Insufficient Height Excessive (ft) Parking or Loading Insufficient Usable Open Space Insufficient Forbidden Use

Planning Context:

The proposed project site is in a residential neighborhood comprised of mostly 2-, 3-, and 4-plus family buildings located 0.2 miles from the Upham's Corner MBTA Station and Dudley Street, a common corridor for bus transit. The surrounding area has a broad mixture of industry, local services, numerous open spaces, and mixed-use corridors on Dudley Street and Columbia Road. Some of the surrounding residential buildings also have added dormers, roof decks, and extra floors, making the proposed project consistent with neighboring properties. The proponent will need to ensure that the new four-unit building has the appropriate fire safety improvements, including proper sprinklering. With proper safety improvements related to the new unit count, the proposed building is in line with the most buildings in the area in terms of use, massing, and unit count.

Zoning Analysis:

The proposal seeks relief for ten violations. The project is in a 3F-5000 zone and was found in violation of dimensional requirements. The proposed project also violates use and parking



requirements. The proposed additional unit converts this building into a four-family, which is a forbidden use in 3F zones. However, the addition of ADUs or full units to existing multi-unit buildings are typical of this area.

According to Article 65 Table F, this site requires 1.25 off-street parking spaces per dwelling unit. The proposal adds a unit without adding parking. The planning department recommends this violation for relief, as the addition of housing aligns with City of Boston planning goals and the amount of parking for this building is contextual with the neighborhood. Adding five parking spaces to this lot would require complete demolition of the existing structure.

Though the proposed project violates dimensional regulations, the addition in the proposal does not remove any existing side yard, rear yard, or front yard area. The lot area and lot frontage violations are existing conditions that cannot be changed and remain unchanged by the proposal. Additionally, the proposed project adds to the total usable open space without removing any existing open space. While the project does add height to the existing site, this height addition is contextual with the surrounding neighborhood. Therefore, the planning department recommends the project for approval.

Plans reviewed are titled "6 Groom Street 5 Unit Multi-Family Urban Housing Project", prepared by Alfaro Mendoza & Company Architects + Builders, and dated 6/12/2025.

Recommendation:

In reference to BOA1724209, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1693158
ZBA Submitted Date	2025-02-20
ZBA Hearing Date	2025-09-23
Address	155 to 159 Charles ST Boston 02114
Parcel ID	0502012000
Zoning District & Subdistrict	Boston Proper H-2-65
Zoning Article	H
Project Description	Construct a six-story mixed-use building with ground floor commercial and 13 residential units above.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient Parking or Loading Insufficient Height Excessive (stories) Rear Yard Insufficient GCOD Applicability Use: Retail forbidden Use: No 36A Restaurant forbidden Use: No 37 Restaurant forbidden

Planning Context:

The site of the proposed project is at the corner of Charles Street on the west and Cambridge Street on the north within the northwest corner of Beacon Hill. Currently occupying the site is a one-story commercial building that faces the Cambridge Street rotary circling around the Charles/MGH MBTA station. The front of the building is curved like an "S" creating a large sidewalk and plaza framing the rotary.

Abutting the site to the east is a five-story building facing the rotary on the north with ground floor retail and residential above, as well as two four-story residential buildings facing the side street to the east. Abutting the site to the south is a 10-foot wide private way named Silver Place and then a four-story mixed use building with ground floor commercial. Charles Street is a center for pedestrian-friendly commercial activity lined with ground floor retail and service uses. The proposed project would maintain the building's existing footprint and add five stories above. The new stories two through six would cantilever over the existing plaza, however the width of



the existing sidewalk along the north and west edges of the site would not be reduced at the ground plane nor above.

Zoning Analysis:

The proposed project was cited for multiple dimensional and use violations.

The proposed project will significantly exceed the maximum FAR of 2.0 and will not meet the required minimum of 150 square feet of open space per unit, 20-foot front yard, more than 10-foot side yard, more than 10-foot rear yard, and ten off-street parking spaces. However, most of the parcels on the block have existing non-conformities for these same dimensional regulations. The entire block is within H-2-65, and most buildings cover the entire lot with no yards, are four stories in height, and include no off-street parking. Therefore, zoning relief for FAR, open space, yards, and off-street parking is recommended. In addition, parking relief is recommended because the proposed project is across the street from a transit station in a neighborhood rich with amenities within walking distance and the proposed parking is consistent with the Boston Transportation Department's Maximum Parking Ratio Guidelines.

The proposed height is 69 feet, exceeding the maximum height by four feet. The proposed building is six stories with a tall first floor measuring 17 feet and three inches, reflecting the height of the existing commercial building. Given that the proposed number of stories is consistent with the maximum building height and the extra feet contribute to the architecture of the ground floor commercial space, zoning relief for height is recommended.

The proposed retail and restaurant uses are forbidden. Similar to the dimensional regulations, there are numerous existing retail and restaurant uses on the ground floor of buildings on Charles Street that are not only existing nonconforming uses but are critical to the character of this area.

The proposed project is also within the Historic Beacon Hill District in which all exterior work visible from a public way is subject to Landmarks Commission Design Review.

Of note, the proposed project exceeds the occupancy threshold for Inclusionary Zoning, meaning it will be subject to affordability requirements of Article 79 of the Zoning Code and require a Housing Agreement.



Plans reviewed are titled "155-157 Charles St", prepared by RODE Architecture, and filed on November 13, 2024.

Recommendation:

In reference to BOA1693158, The Planning Department recommends APPROVAL WITH PROVISIO/S: that a housing agreement be issued prior to issuing permits, that plans be reviewed by the Landmarks Commission.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1748759
ZBA Submitted Date	2025-07-15
ZBA Hearing Date	2025-09-23
Address	6 Almont ST Mattapan 02126
Parcel ID	1802130000
Zoning District & Subdistrict	Greater Mattapan Neighborhood R1
Zoning Article	60
Project Description	Demolish an existing two family house and construct a new four story fourteen unit apartment building.
Relief Type	Variance
Violations	Height Excessive (ft) Height Excessive (stories) Rear Yard Insufficient Parking or Loading Insufficient Permeable Area of Lot Insufficient Building Lot Coverage Excessive Forbidden Multifamily Use

Planning Context:

This project was deferred from the August 26, 2025 ZBA hearing. Updated drawings were submitted showing more detailed measurements but the Planning Department recommendation remains the same. The proposed project is to take down an existing two-unit three-story household to build a new fourteen-unit, four-story residential building. The surrounding context is made up of one to three family, three-story homes on similarly-sized lots. This site and neighboring context are in PLAN: Mattapan, a planning process that was undertaken with the surrounding community's input to protect the current residents while improving the quality of life with a thriving environment. Along with guidelines for development in the neighborhood, new zoning regulations were adopted by the Zoning Commission on February 7, 2024 here for this site in order to preserve the small-scale residential character. The site was zoned to remain a smaller scale residential like the existing two-unit house on site that matches the adjacent homes.

Zoning Analysis:

The proposed project has numerous zoning violations. The maximum height is 3-stories and 35 ft while the proposed height would be 4-stories and exceed 35 ft at 39'-6". The proposed project



would exceed the maximum building lot coverage of 30% at 63.5% lot coverage. It is also not clear if the proposed will meet the required 25% permeable lot area due to the lack of information and a proper site plan. The standard rear yard requirement is 20 ft however Section 60-33 gives leeway for shallow lots like this one allowing the minimum to be 10 ft instead but the proposed rear yard would be insufficient at 8 ft. Lastly the maximum allowed units is two and the proposed would be exceeding that at thirteen units.

The project at the current status does not meet numerous zoning requirements crafted through community process during the recent PLAN: Mattapan initiative. It is recommended that the proponent reconsiders a different project that would be in line with the zoning and vision of this site set forth by PLAN: Mattapan.

"6-8 Almont St" Drawn by Composite Design Studio Dated June 29,2025

Recommendation:

In reference to BOA1748759, The Planning Department recommends DENIAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1613738
ZBA Submitted Date	2024-06-11
ZBA Hearing Date	2025-09-23
Address	33 Crescent AV Dorchester 02125
Parcel ID	1303074000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Demolish the existing 2-family, 2-story structure and replace it with a 3-story, 9-unit building.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Lot Area Insufficient Parking design and maneuverability Parking or Loading Insufficient Use: Forbidden

Planning Context:

The proposed project would demolish an existing 2-family, 2-story structure and replace it with a 9-unit, 3-story building on the same location. The project is located in Dorchester, at the nexus of the Polish Triangle and the Little Saigon neighborhoods near the nexus of Columbia and Dorchester Ave. This area is characterized by commercial and mixed-use buildings along Dorchester Avenue, with dense residential development common as one moves away from the main street. The triple-decker is the predominant form of residential building both along Dorchester Ave and the surrounding neighborhood.

This area of Dorchester is well served by public transit. It is located around 500 feet from Dorchester Avenue with its active bus connections, as well as 500 feet from JFK/UMass MBTA Red Line station, with connections to both the Quincy and Ashmont lines.

While larger residential buildings are common along Dorchester Avenue, as one progresses along Crescent Avenue from the main street, there are fewer larger-scale buildings on the



immediate block or the surrounding area. While it is located less than 500 feet from a large multifamily building on Dorchester Ave, there is a clear delineation between that scale of development and the immediately adjacent residential area. The streets behind Dorchester Ave are densely packed with a consistent scale of development. The physical scale of the project is in alignment with neighborhood character.

As this project includes 7 or more units, it must comply with City Inclusionary Zoning requirements, which mandates that 17% of units must be income restricted to an average of 60% area median income.

Zoning Analysis:

The proposed project is for a 9-unit (Multifamily) residential building, while this area is only zoned for up to two units. The area has more existing density than zoning allows for; much of that is at the scale of three or four units above the maximum. Dorchester Avenue has density above the proposed scale, and this project will help to create a delineation behind the street from the mixed-use commercial to the residential backstreets while provided needed affordable and accessible units.

The next violation is in regards to the Lot Area being insufficient for the proposed building. The zoning requires a lot of 5,000 SF, while the proposed project is only providing 4,958 SF. Although this is below the minimum, an existing structure on the property demonstrates that the lot is usable in its current form. If this violation were not granted a variance, there is no type of structure that would be allowed on this lot. The small size of the lot creates a concrete hardship for the proponent and deserves relief.

The next violation is due to the excessive height of the proposed structure. The neighborhood is zoned for two and a half stories, while the project proposes a full three stories. The triple-decker is the predominant built form in the area, and they are built to the full 3 stories. Even though it is half a story above the maximum height in stories, the project is only proposing a building height of 31 feet 6 inches, below the maximum of 35 feet, again highlighting the appropriate dimensions of the project. This requirement is not at all reflective of the larger development patterns in the area and highlights the need for potential zoning reform.

The next violation is due to the FAR being above the zoned maximum. The proposed project has a FAR of 1.57 while the area is only zoned for a FAR of 0.50. This is not reflective of the



built environment of the neighborhood. The triple-decker that occupies the majority of the lot is exceedingly common in this area, with FARs well above the 0.50 maximum. If this violation were to be applied to the area, the familiar built fabric would be unrecognizable. In addition, this lot in particular is around $\frac{3}{4}$ the size of adjacent lots, which presents a hardship to any developer attempting to build on the property. This again highlights the need for zoning reform for the area.

The next set of violations is with regard to the front, side, and rear setbacks of the proposed project. The zoning requires a side setback of 10 feet. There is a setback of 10 feet on the left-hand side, but only 2.9 feet on the right-hand side. The minimum front yard setback is 15 feet, while the proposed project only has a setback of 5.3 feet. The rear yard setback has a requirement of 30 feet, while the proposed project only has a rear yard of 5 feet. This is again not reflective of the built environment. Almost none of the nearby lots and buildings meet these requirements. There is typically an extremely small front yard, with the building offset to one side to allow for a small alley for trash and rear yard access. If the proposed project were to adhere to these requirements, it would create a building that is out of line with the neighborhood character. In addition, the smaller lot size of the proposed project places another level of hardship on the proponent to create a hospitable and well-designed building.

The last set of violations is in regards to parking requirements. The proposed project is providing 6 parking spaces where zoning requires a 1:1 parking ratio. This leaves the project 3 spaces short of complying. However, on-site parking for the area is extremely uncommon. There is almost no property that has on-site parking in the immediate vicinity. While this project is under the zoning minimum, BTB has identified this as an area where a ratio of 0 parking spaces is appropriate. These factors, in combination, point to this being an appropriate level of parking for the project.

The final violation is due to the traffic visibility around the corner. This violation states:

“Whenever a minimum Front Yard is required and the Lot is a Corner Lot, no Structure or planting interfering with traffic visibility across the corner, or higher, in any event, than two and one-half (2- $\frac{1}{2}$) feet above the curb of the abutting Street, shall be maintained within that part of the required Front Yard that is within the triangular area formed by the abutting side lines of the intersecting Streets and a line joining points on such lines thirty (30) feet distant from their point of intersection.”



The proposed project is not meeting its front yard requirement, and is being built in the area identified above. However, there is an existing structure on the property that does meet this requirement, pointing to the appropriate fit for the project. Due to the smaller size of the lot, if this requirement were to be adhered to, there would be no viable structure allowed on the property.

The storage area for the Group 1 unit (Unit 1), must have an accessible route to it as per 521 CMR 9.5.4, in order to meet the requirements of the Disabilities commission.

The plans reviewed are titled 31-33 Crescent Ave, Dorchester, and were prepared by 686 Architects. They are dated September 5, 2023.

Recommendation:

In reference to BOA1613738, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1707353
ZBA Submitted Date	2025-04-08
ZBA Hearing Date	2025-09-23
Address	18 Intervale ST Dorchester 02121
Parcel ID	1202733000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	Raze an existing garage to erect a three-unit three-story building, including basement level living area. The current lot has a driveway and garage.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Lot Frontage Insufficient Lot Width Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Lot Area Insufficient Existing Building Alignment Side yard setback for narrow lot Rear yard setback for shallow lot

Planning Context:

This case was deferred from the August 26, 2025 meeting. No new plans were submitted; so the Planning Department recommendation has remained the same. The proposed project site is located in the comprised of mostly 2-, 3-, and 4-plus family residential buildings adjacent to long mixed-use boulevards with higher densities and ground level local services. Intervale Street intersects major bus corridors including: Warren Street, Blue Hill Avenue, and Columbia Road. The street contains a mix of residential buildings that include single-family, two-family, mixed-use multi-family buildings, and commercial buildings that include the Masjid Al-Quran mosque and the Community Gospel Church.

The proponent proposes a project with building height, dwelling unit count, parking, and rear yard that are similar, if not exactly the same as the neighboring lots. However, existing lot conditions and proposed massing create very little room for side yards and overall usable open



space conditions that are contextual with neighboring buildings. Side yards and usable open space are important to ensure adequate light and air between buildings and provide space for yards.

Zoning Analysis:

The proposed design has multiple violations related to lot size and coverage. The design was flagged for Insufficient Lot Area. Residential buildings in this zone require a minimum 4,000 square foot lot area for two or less units. Because the proponent seeks to construct more than two units, an additional 2,000 square feet of lot area is required, totaling a 6,000 square foot minimum required lot area. The area of the lot is 1,800 square feet, which is distinctly smaller than the size of the surrounding lots. The proposal was also flagged for violating the minimum lot width standard which requires 45-foot minimum lot width. The existing lot width is 22.5 feet wide. These are specific site conditions that cannot be adjusted. Additionally, the site has Insufficient Lot Frontage at 22.5 feet where 45-foot minimum frontage is required. The other 2- and 3-unit residences on the street have between 39- and 45-foot frontages. This means that the lot is generally half the width and size of surrounding properties, severely out of context with its surroundings.

While the vast majority of residential parcels in the City are nonconforming by at least one dimensional regulation, both the size of the proposed building and the lot size would fall out of alignment with the built environment. According to Article 50, narrow lots are narrower than the minimum lot width required for residential lots. Section 50-44.7 details the minimum width required for a side yard on a narrow lot is 5 feet. The proposed side yards are each 3 feet wide. Surrounding residential buildings the size of this project have at least one side yard that is 5 feet minimum and generally one side yard that is at least 10 feet, totalling 16 feet. According to Article 50, Table F, the maximum FAR allowed for lots in 3F-4000 is 0.8. The proposed FAR is 1.8. While the rear yard is contextual, the side yards are more narrow than the side yards for the surrounding two- and three-unit buildings. The proposed design was also flagged for containing insufficient Usable Open Space. Article 50 requires 650 per dwelling unit, and the proposed usable open space is 440 square feet per dwelling unit.

A lot of this size would better serve as an attached dwelling to an existing structure or an unattached dwelling with dimensions similar to that of an accessory unit. The project may also need to be modified to meet building code, accessibility requirements, and design standards.



Plans reviewed are titled "18 Intervale Street", prepared by Civil Environmental Consultants, and dated 7/16/2024

Recommendation:

In reference to BOA1707353, The Planning Department recommends DENIAL WITHOUT PREJUDICE.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1707353
ZBA Submitted Date	2025-04-08
ZBA Hearing Date	2025-09-23
Address	18 Intervale ST Dorchester 02121
Parcel ID	1202733000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	Raze an existing garage to erect a three-unit three-story building, including basement level living area. The current lot has a driveway and garage.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Lot Frontage Insufficient Lot Width Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Lot Area Insufficient Existing Building Alignment Side yard setback for narrow lot Rear yard setback for shallow lot

Planning Context:

This case was deferred from the August 26, 2025 meeting. No new plans were submitted; so the Planning Department recommendation has remained the same. The proposed project site is located in the comprised of mostly 2-, 3-, and 4-plus family residential buildings adjacent to long mixed-use boulevards with higher densities and ground level local services. Intervale Street intersects major bus corridors including: Warren Street, Blue Hill Avenue, and Columbia Road. The street contains a mix of residential buildings that include single-family, two-family, mixed-use multi-family buildings, and commercial buildings that include the Masjid Al-Quran mosque and the Community Gospel Church.

The proponent proposes a project with building height, dwelling unit count, parking, and rear yard that are similar, if not exactly the same as the neighboring lots. However, existing lot conditions and proposed massing create very little room for side yards and overall usable open



space conditions that are contextual with neighboring buildings. Side yards and usable open space are important to ensure adequate light and air between buildings and provide space for yards.

Zoning Analysis:

The proposed design has multiple violations related to lot size and coverage. The design was flagged for Insufficient Lot Area. Residential buildings in this zone require a minimum 4,000 square foot lot area for two or less units. Because the proponent seeks to construct more than two units, an additional 2,000 square feet of lot area is required, totaling a 6,000 square foot minimum required lot area. The area of the lot is 1,800 square feet, which is distinctly smaller than the size of the surrounding lots. The proposal was also flagged for violating the minimum lot width standard which requires 45-foot minimum lot width. The existing lot width is 22.5 feet wide. These are specific site conditions that cannot be adjusted. Additionally, the site has Insufficient Lot Frontage at 22.5 feet where 45-foot minimum frontage is required. The other 2- and 3-unit residences on the street have between 39- and 45-foot frontages. This means that the lot is generally half the width and size of surrounding properties, severely out of context with its surroundings.

While the vast majority of residential parcels in the City are nonconforming by at least one dimensional regulation, both the size of the proposed building and the lot size would fall out of alignment with the built environment. According to Article 50, narrow lots are narrower than the minimum lot width required for residential lots. Section 50-44.7 details the minimum width required for a side yard on a narrow lot is 5 feet. The proposed side yards are each 3 feet wide. Surrounding residential buildings the size of this project have at least one side yard that is 5 feet minimum and generally one side yard that is at least 10 feet, totalling 16 feet. According to Article 50, Table F, the maximum FAR allowed for lots in 3F-4000 is 0.8. The proposed FAR is 1.8. While the rear yard is contextual, the side yards are more narrow than the side yards for the surrounding two- and three-unit buildings. The proposed design was also flagged for containing insufficient Usable Open Space. Article 50 requires 650 per dwelling unit, and the proposed usable open space is 440 square feet per dwelling unit.

A lot of this size would better serve as an attached dwelling to an existing structure or an unattached dwelling with dimensions similar to that of an accessory unit. The project may also need to be modified to meet building code, accessibility requirements, and design standards.

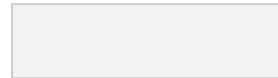


Plans reviewed are titled "18 Intervale Street", prepared by Civil Environmental Consultants, and dated 7/16/2024

Recommendation:

In reference to BOA1707353, The Planning Department recommends DENIAL WITHOUT PREJUDICE.

Reviewed,



Deputy Director of Zoning



Case	BOA1670349
ZBA Submitted Date	2024-11-11
ZBA Hearing Date	2025-09-23
Address	501 Boylston ST Boston 02116
Parcel ID	0501296000
Zoning District & Subdistrict	Boston Proper B-6-90a
Zoning Article	Underlying Zoning
Project Description	The proponent is proposing a change of occupancy to a restaurant with rooftop seating. They are also proposing a net addition of 53 parking spaces.
Relief Type	Conditional Use, Variance
Violations	FAR Excessive Additional Conditions in Restricted Parking District Use: Conditional (parking garage) Use: Conditional (restaurant)

Planning Context:

This project was previously reviewed by the Planning Department for the ZBA hearing on 7/8/25. While the conditional use for the restaurant was granted in that hearing, because there has been no updates regarding the proposed parking plan with the Air Pollution Control Commission, the Planning Department's recommendation has remained the same.

501 Boylston Street is a ten story building with businesses on the ground floor and several offices that comprises most of the block between Clarendon Street and Berkeley Street. The proponent is proposing a change of occupancy to a restaurant with rooftop seating. In the plan, the proponent identifies the proposed addition of 53 new parking spaces. It is within a mile of two MBTA stations and there is an existing 114-space parking garage in the building.

Zoning Analysis:

Because the site sits in a Restricted Parking District, no additional parking spaces can be approved unless the applicant has already received approval from the Air Pollution Control Commission. While the proponent has submitted a renewal application for their existing spaces, they have not yet submitted an application for the additional proposed spaces as of 6/26/2025.



For a parking facility to receive approval from the Air Pollution Control Commission within a Restricted Parking District, there are additional conditions that must be met including the following: a) there must be enough spaces in the Freeze Bank for allocation; b) the proposed parking facility is currently and shall remain in compliance with all local, state, and federal permit regulations and applicable laws; c) is consistent with transportation planning objectives that include not adding off-street parking in an area that is already adequately served by existing facilities or that has adequate transit access, will not contribute significantly to traffic flows during peak traffic periods, and is located and designed that the surrounding sidewalks and streets can accommodate pedestrians and vehicular movement; d) is consistent with requirements adopted by the Commission such as the electric vehicle readiness policy, off-street bicycle parking guidelines, Boston Transportation Department parking ratios, and any other sustainable mobility and travel demand management policies; and e) should a Commercial Parking Facility include Exempt Parking Spaces, the general public will be excluded from the Exempt Parking Spaces.

The plans are titled "501 Boylston Street," are dated 8/29/23, and were prepared by Arrowstreet Architecture & Design.

Recommendation:

In reference to BOA1670349, The Planning Department recommends DEFERRAL: that plans be resubmitted after receiving approval for the new parking spaces from the Air Pollution Control Commission to move forward. If there is no approval, plans should be resubmitted with no additional parking spaces.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1598189
ZBA Submitted Date	2024-05-03
ZBA Hearing Date	2025-09-23
Address	1A to 1B Mystic ST Charlestown 02129
Parcel ID	0200056000
Zoning District & Subdistrict	Charlestown Neighborhood NS
Zoning Article	62
Project Description	<p>The applicant proposes to construct a new three-story duplex on a newly created 2,643 square foot lot at 1a-1b Mystic Street in Charlestown. The proposed building includes two attached buildings, each designed as a three floor building with one unit, basement-level living space and private roof decks. The project also features projecting window bays over the public right-of-way.</p> <p>This development is associated with an application to subdivide the existing lot (ALT1592346), and an application to build a three-story, three-unit townhouse (ERT1576719) on the other newly created lot (223–225 Bunker Hill Street). Demolition of the existing structure on the site (a dry cleaners) will be filed separately under a forthcoming demolition permit.</p>
Relief Type	Variance,Conditional Use
Violations	FAR Excessive Rear Yard Insufficient Use: Conditional (Two Family Detached Dwelling - Basement & First Story) Use: Conditional (Two Family Detached Dwelling - Second Story & Above)

Planning Context:

This project was reviewed by the Planning Department for the Zoning Board of Appeal hearings on April 29, 2025, June 3, 2025, and July 29, 2025 where it was deferred. Since the July 29 hearing, no new plans have been submitted and so the Planning Department recommendation has remained the same.



The project site is located in the Charlestown neighborhood, within the Neighborhood Shopping (NS) subdistrict, a traditionally commercial district that includes a mix of neighborhood-serving retail and residential uses. The property also lies within the Charlestown Neighborhood Design Overlay District and the Charlestown Restricted Roof Overlay District, which aim to preserve the character and scale of existing development.

The site fronts onto Mystic Street. Mystic Street is a residential street adjacent to Bunker Hill Street, which is a mixed-use corridor with many multifamily residential as well as commercial buildings. The proposed project abuts three-story residential buildings on its rear and one side, and there several larger four-story multifamily buildings located nearby along Bunker Hill Street. The scale of the proposed development is consistent with the surrounding three- and four-story multifamily residential buildings and aligns with the established scale, lot pattern, and yard configurations of the neighborhood.

PLAN: Charlestown, and updated zoning to implement the plan, was adopted by the BPDA board on September 28, 2023. The PLAN highlights that “residents' feedback about retail has centered on four concerns: 1) the loss of small businesses; 2) vacant storefronts; 3) missing essential retail like laundromats, and 4) a lack of food options.” Because of these concerns, particularly loss of retail space, the plan includes zoning recommendations to make residential uses conditional on the ground floor in the commercial districts. This zoning was intended to “reduce existing pressure on the real estate market to convert retail spaces into housing units, which has led to the loss of several retail spaces in the neighborhood in recent years... it will allow for the Zoning Board of Appeals to deny variances for residential uses on the ground floor in some instances, where a conversion from retail is required, without prohibiting residential uses from occupying ground floors universally, such as in locations where residential is already or historically has been the ground floor.” Although this project would be in the NS district, the new parcelization means that this project would front onto Mystic Street, which is a residential area where ground floor residential uses are appropriate. In addition, the Office of Neighborhood Services (ONS) has highlighted that the companion case (223–225 Bunker Hill Street) was previously proposed with retail on the ground floor and was changed to fully residential based off of direct feedback from abutting residents, indicating that there is a community desire for fully residential development in this area.



PLAN: Charlestown also sets recommendations to address neighborhood housing needs, including to “Prioritize the creation of larger housing units with 3+ bedrooms,” which this project does.

The plan does not include additional specific zoning dimensional recommendations for the Original Peninsula of Charlestown (where this project is located), but does include specific design guidelines for infill projects within the Original Peninsula. Because of this project's location within the Neighborhood Design Overlay District, it should receive design review to ensure compliance with the design guidelines established in PLAN: Charlestown.

Zoning Analysis:

Floor Area Ratio (FAR) Compliance: Per Article 62, Table D, the maximum FAR allowed in the NS subdistrict is 2.0. The proposed project exceeds this limit, triggering a zoning violation. While the structure adds density, it does so in a manner that aligns with the surrounding three and four-story residential buildings, indicating that the FAR is consistent with the neighborhood character and built form.

Rear Yard Requirements: The ordinance requires a minimum rear yard depth of 20 feet, while the proposed rear yard is 11.1 feet. However, small rear yards is a common condition among rowhouse lots of similar depth in Charlestown, where zero-lot-line rear walls are often observed due to constrained block dimensions and historic patterns of development.

This project is within a Neighborhood Design Overlay District and proposes the erection of a building with a gross floor area of three hundred (300) or more square feet which is visible from a public street. Therefore, it is subject to the Design Component of Small Project Review and any approved plans must be subsequently reviewed by the Planning Department (Section 80E-2 of the Zoning Code).

Use Compliance: The project is cited for two conditional uses. Firstly, it is cited for the conditional use of “Two family detached dwelling” on Second Story & Above. One to three unit dwellings are conditional (while multifamily is allowed) in this subdistrict in order to encourage higher density projects. However, the unit count of this project is appropriate, given that the larger size of the units (four bedrooms) is aligned with the goals of PLAN: Charlestown, and the size of the building already exceeds the maximum FAR.



It is also cited for the conditional use of “Two family detached dwelling” in the Basement & First Story. All residential uses are also conditional on the ground floor (while commercial uses are allowed) in order to encourage mixed-use and commercial projects in the NS subdistrict.

However, as discussed in the planning context, the new lot subdivision means that, although this new lot is still within the NS subdistrict, it now fronts onto Mystic Street rather than Bunker Hill Street. Mystic Street is a residential area where ground floor residential uses are appropriate.

Reviewed plans: “Two Townhouses, 1A-1B Mystic Street” and prepared by Timothy Sheehan, Architect, dated December 11, 2024.

Recommendation:

In reference to BOA1598189, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review because of the projects location with a Neighborhood Design Overlay District (NDOD), with attention to compliance with the design guidelines established in PLAN: Charlestown.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1598199
ZBA Submitted Date	2024-05-03
ZBA Hearing Date	2025-09-23
Address	223 to 225 Bunker Hill ST Charlestown 02129
Parcel ID	0200056000
Zoning District & Subdistrict	Charlestown Neighborhood NS
Zoning Article	62
Project Description	<p>The applicant proposes to construct a new three-story townhouse building on a newly created 2,071 square foot lot at 223–225 Bunker Hill Street in Charlestown. The proposed building includes three attached townhouse units, each designed as a three-story building with one unit, basement-level living space and private roof decks.</p> <p>This development is associated with an application to subdivide the existing lot (ALT1592346), and an application to build a three-story, two-unit townhouse (ERT1576719) on the other newly created lot (1A/1B Mystic Street). Demolition of the existing structure on the site (a dry cleaners) will be filed separately under a forthcoming demolition permit.</p>
Relief Type	Conditional Use, Variance
Violations	FAR Excessive Rear Yard Insufficient Use: Conditional 3F (Bsmt. & First Story) Use: Conditional Townhouse (Bsmt. & First Story) Use: Conditional 3F (Second Story & Above) Traffic Visibility Across Corner

Planning Context:

This project was reviewed by the Planning Department for the Zoning Board of Appeal hearings on April 29, 2025, June 3, 2025, July 29, 2025 where it was deferred. Since the July 29 hearing, no new plans have been submitted and so the Planning Department recommendation has remained the same.



The project site is located in the Charlestown neighborhood, within the Neighborhood Shopping (NS) subdistrict, a traditionally commercial district that includes a mix of neighborhood-serving retail and residential uses. The property also lies within the Charlestown Neighborhood Design Overlay District and the Charlestown Restricted Roof Overlay District, which aim to preserve the character and scale of existing development.

The site has frontage on both Bunker Hill Street and Mystic Street. Bunker Hill Street is a mixed-use corridor, with many multifamily residential as well as commercial buildings, including a salon and restaurant on the block adjacent to the proposed project. The proposed project abuts three-story residential buildings on its rear and one side, and there are several larger four-story multifamily buildings located nearby along Bunker Hill Street. The scale of the proposed development is consistent with the surrounding three- and four-story multifamily residential buildings and aligns with the established scale, lot pattern, and yard configurations of the neighborhood.

PLAN: Charlestown, and updated zoning to implement the plan, was adopted by the BPDA board on September 28, 2023. The PLAN highlights that “residents' feedback about retail has centered on four concerns: 1) the loss of small businesses; 2) vacant storefronts; 3) missing essential retail like laundromats, and 4) a lack of food options.” Because of these concerns, particularly loss of retail space, the plan includes zoning recommendations to make residential uses conditional on the ground floor in the commercial districts. This zoning was intended to “reduce existing pressure on the real estate market to convert retail spaces into housing units, which has led to the loss of several retail spaces in the neighborhood in recent years... it will allow for the Zoning Board of Appeals to deny variances for residential uses on the ground floor in some instances, where a conversion from retail is required, without prohibiting residential uses from occupying ground floors universally, such as in locations where residential is already or historically has been the ground floor.” Because this project would include converting the location from a service use (dry cleaning) to fully residential, it does not align with the plan goals of preserving retail in the NS district along Bunker Hill St. However, the Office of Neighborhood Services (ONS) has highlighted that this project was previously proposed with retail on the ground floor and was changed to fully residential based off of direct feedback from abutting residents. While the Planning Department still considers retaining existing ground floor



commercial spaces to be an important planning priority for this area when possible, the project's fully residential use is responding to direct community feedback and concerns on the site.

PLAN: Charlestown also sets recommendations to address neighborhood housing needs, including to "Prioritize the creation of larger housing units with 3+ bedrooms," which this project does.

The plan does not include additional specific land use recommendations for the Original Peninsula of Charlestown (where this project is located), but does include specific design guidelines for infill projects within the Original Peninsula. Because of this project's location within the Neighborhood Design Overlay District, it should receive design review to ensure compliance with the design guidelines established in PLAN: Charlestown.

Zoning Analysis:

Floor Area Ratio (FAR) Compliance: Per Article 62, Table D, the maximum FAR allowed in the NS subdistrict is 2.0. The proposed project exceeds this limit, triggering a zoning violation. While the structure adds density, it does so in a manner that aligns with the surrounding three and four-story residential buildings, indicating that the FAR is consistent with the neighborhood character and built form.

Rear Yard Requirements: The ordinance requires a minimum rear yard depth of 20 feet, while the proposed rear yard is 3 feet. However, because this is a corner lot, this rear yard also acts as a side yard, and the required side yard in this subdistrict is zero feet. Therefore, this smaller yard is reasonable. In addition, small rear yards is a common condition among rowhouse lots of similar depth in Charlestown, where zero-lot-line rear walls are often observed due to constrained block dimensions and historic patterns of development.

Use Compliance: The project is cited for three conditional uses. Firstly, it is cited as a conditional use for "Three family detached dwelling" on Second Story & Above. One to three unit dwellings are conditional (while multifamily is allowed) in this subdistrict in order to encourage higher density projects. However, the unit count of this project is appropriate, given that the larger size of the units (four bedrooms) is aligned with the goals of PLAN: Charlestown, and the size of the building already exceeds the maximum FAR.

It is also cited for the conditional use of "Rowhouse" on the Basement and First Story and for the conditional use of "Three family detached dwelling" in the Basement & First Story. All residential uses are conditional on the ground floor in order to encourage mixed use and



commercial projects in the NS subdistrict. As discussed in the planning context, PLAN: Charlestown states that this zoning exists to “allow for the Zoning Board of Appeals to deny variances for residential uses on the ground floor in some instances, where a conversion from retail is required.” However, because this project is in a transitional area where fully residential projects should be considered carefully, and this project's fully residential use responds to direct community feedback, the Planning Department supports the granting of the conditional use.

This project is within a Neighborhood Design Overlay District and proposes the erection of a building with a gross floor area of three hundred (300) or more square feet which is visible from a public street. Therefore, it is subject to the Design Component of Small Project Review and any approved plans must be subsequently reviewed by the Planning Department (Section 80E-2 of the Zoning Code).

Reviewed plans: “Three Townhouses, 223–225 Bunker Hill Street” and prepared by Timothy Sheehan, Architect, dated December 11, 2024.

Recommendation:

In reference to BOA1598199, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review because of the projects location with a Neighborhood Design Overlay District (NDOD), with attention to compliance with the design guidelines established in PLAN: Charlestown.

Reviewed,

A handwritten signature in black ink, reading 'Kathleen Onuf'.

Deputy Director of Zoning



Case	BOA1690706
ZBA Submitted Date	2025-02-10
ZBA Hearing Date	2025-09-23
Address	507 Massachusetts AV Roxbury 02118
Parcel ID	0900905000
Zoning District & Subdistrict	Roxbury Neighborhood MFR
Zoning Article	50
Project Description	Increase lodging house capacity from 7 units to 10 units and make interior changes, including new bathrooms and kitchenettes for each unit.
Relief Type	Conditional Use, Variance
Violations	FAR Excessive Usable Open Space Insufficient Additional Lot Area Insufficient Extension of non-conforming use (Lodging House)

Planning Context:

This project was previously deferred at the April 29, 2025 and June 3, 2025 Zoning Board of Appeal hearings. The project had an additional hearing on August 12, 2025. The proponent shared updated plans that correctly state the current occupied living space in the garden level, so the Planning Department recommendation has been updated accordingly.

The proposed project - the expansion of an existing boutique hotel, the Chester Hotel - is located at the intersection of Tremont Street and Massachusetts Ave, on the same block as Chester Square and walkable to many cafes, restaurants, and cultural/educational institutions along Tremont Street and Huntington Avenue. The hotel is located in an ideal location for a hotel due to the proximity of nearby institutions, cultural venues, and transit. The project site is within a 10-minute walk of Symphony Hall, the New England Conservatory of Music, and the Northeastern University campus. It is located approximately 0.3 miles from the Massachusetts Avenue stop on the Orange Line and 0.4 miles to the Symphony stop on the Green Line. The proposed project is located within the South End Landmark District (SELD), which sets design standards applicable to any proposed exterior work on front facades, exterior rooftop changes visible from the public way, and exterior side and rear elevation changes visible from a public way. However, since this proposed project is only proposing interior renovations and change in occupancy capacity, SELD design review does not apply. The proposed project is also located



in the Boulevard Planning District, which recognizes certain corridors such as Massachusetts Avenue as key gateways into the Roxbury neighborhood. Although the historic designations do not require review for this proposed project, the rehabilitation of an existing mid-19th century brownstone in a National Register Historic District should be encouraged as it contributes to the preservation and continued utility of historic structures.

Zoning Analysis:

The violation for expansion of an existing non-conforming use is applicable to lodging houses, which are conditional in the MFR subdistrict. The lodging house - The Chester Hotel - already exists and is located in a widely visited area of the city. There are many boutique hotels located within historic South End townhomes including Clarendon Square Bed and Breakfast and The Upton. The proposed extension of the existing use is a benefit to this area that contributes to its economic vitality and patronage of nearby institutions and nightlife from out-of-town visitors.

The zoning violation for inadequate usable open space - 200 sf/dwelling unit - applies to the proposed project because it is in the category of Residential Uses (Article 64, Table A). The addition of three new lodging units for a total of ten units would require 2,000 square feet of open space, almost the size of the existing lot (2,200 square feet). Due to the size of the lot and the prevailing patterns of densely settled lots on this block, in which most parcels that contain multi-family structures do not have on-site open space, relief is recommended.

The required FAR of 1.0 is exceeded due to the proposed occupancy of the garden level with three new units, which the plans indicate are currently used for storage space. However, this was an error on the originally submitted plans, and the proponent has since shared plans that indicate the garden level is currently used as occupied living space. While the project sits within the Coastal Flood Resilience Overlay District (CFROD), it does not meet any of the applicable thresholds and therefore is not subject to the requirements of Article 25A.

The requirement for additional lot area per dwelling unit is 4,000 for first 3 units and additional 1,000 sf for each additional unit. This means the lot would have to be 11,000 sf. The lot size of 2,200 square feet is part of a uniform, densely settled historic block structure, and most townhomes in this block on similarly sized lots are multi-family structures. Due to the contextual appropriateness of the lot size relative to unit count, relief from this violation is recommended.



The plans reviewed are titled Renovation Construction Garden Level 507 Mass Ave Boston MA and were prepared by T Design, LLC. They are dated November 10, 2024.

Recommendation:

In reference to BOA1690706, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning

MEMORANDUM**June 12, 2025**

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

FROM: CASEY HINES, CO-DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, CO-DIRECTOR FOR DEVELOPMENT REVIEW
DYLAN NORRIS, PROJECT MANAGER
ALEXA PINARD, SENIOR URBAN DESIGN REVIEWER
AMBER GALKO, RESILIENCY REVIEWER

SUBJECT: 12 POST OFFICE SQUARE, DOWNTOWN

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 12 Post Office Square (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); (2) accept a Quitclaim Deed for a certain temporary, limited property interest in the Project Site; and (3) enter into a Pilot Agreement for the Proposed Project, and to take any other actions, and to execute any other agreements that the Director deems appropriate and necessary in connection with the Proposed Project.

BACKGROUND ON PILOT PROGRAM

On February 11, 2025, 12 Post Office Square, LLC (the "Proponent" or "Owner") applied to Mayor Wu's and the Planning Department's Downtown Residential Conversion Incentive PILOT Program (the "PILOT Program"). The Pilot Program was authorized by the BPDA Board on October 12, 2023 ("October Board Vote") and extended on July 18, 2024. The PILOT Program offers approved applicants a tax abatement in exchange for converting their underutilized office building into multi-family residential rental units. The October Board Vote authorized the creation of a

Demonstration Project Plan Area in Downtown Boston (the “Plan Area”) and the Plan Area establishes an area where the BRA is able to act pursuant to Massachusetts General Law Chapter 121B (“Chapter 121B”) and provide a contract for payment in lieu of taxes (“PILOT Agreement”) pursuant to M.G.L Chapter 121B.

In order to qualify for the PILOT Program, the Proponent must meet the Article 79 Inclusionary Zoning (“IZ”) standards of the Boston Zoning Code (the “Code”). Applicants must also comply with current Green Energy Stretch Goals, where applicable.

PROJECT SITE

The Project Site consists of an approximately 9,349 square foot lot, comprising two parcels of land, with the existing six-story commercial buildings located upon it at 10 Liberty Square/55 Kilby Street (“Parcel I”) and 12 Post Office Square/60 Congress Street (“Parcel II”) in Downtown Boston. Parcel I (#0303875000) is bounded easterly by Kilby Street, northerly by Hawes Street, southerly by Water Street, and westerly by Parcel II. Parcel II (#0303876000) is bounded easterly by Parcel I, northerly by Hawes Street, southerly by Water Street, and westerly by Congress Street (the “Project Site”). The Project Site is located within the Plan Area.

The existing buildings on the Project Site are historically significant Hornblower & Weeks Building, constructed in 1907, at 12 Post Office Square, and the Codman Building constructed in 1873, at 10 Liberty Square.

DEVELOPMENT TEAM

The development team includes:

Proponent: 12 Post Office Square, LLC
163 Marlborough Street, Unit 2-4
Boston, MA 02116
Patrick M. Mahoney, Manager

Developer: 12 Post Office Square, LLC
163 Marlborough Street, Unit 2-4
Boston, MA 02116

Patrick M. Mahoney, Manager

Legal Counsel: Adams & Morancy, P.C.
350 West Broadway
South Boston, MA 02127
George Morancy, Esq.

Architect: Monte French Design Studio
650 Columbus Avenue, Suite A
Boston, MA 02118
Monte French, Principal
Alex Yoon, Director of Design

PROPOSED PROJECT

The Proponent is an applicant of the Planning Department's Office to Residential Conversion Program, and proposes the conversion of two adjoining six-story buildings, located at 12 Post Office Square and 10 Liberty Square, from their present occupancies of basement and ground-floor retail and commercial uses, and upper-story offices, to basement and ground-floor retail and commercial uses with seventy (70) new dwelling units on floors two through six, with approximately two thousand square feet of residential amenity space. Of the seventy (70) residential rental units, fifty-five (55) units will be studios and fifteen (15) will be one-bedroom units.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	63,216
Gross Floor Area	60,035
<i>Residential</i>	46,723
<i>Retail</i>	11,237
<i>Mechanical/storage</i>	3,181
Development Cost Estimate	\$9,500,000.00

Residential Units	
<i>Rental Units</i>	70
<i>Ownership Units</i>	0
<i>IZ/Affordable Units</i>	12
Parking spaces	0
Bike Parking Spaces	70

PLANNING CONTEXT

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

ARTICLE 80 REVIEW PROCESS

On May 2, 2025, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Boston Zoning Code (the “Code”). Staff sponsored and held a virtual public meeting on June 5, 2025, via Zoom for the Proposed Project. The meeting was advertised in the Boston Guardian, posted on the Planning Department website, and a notification was emailed to all subscribers of the Planning Department’s Downtown neighborhood update list. The public comment period ended on June 2, 2025.

ZONING

The Project Site is located within a B-10 zoning district under Boston Proper Base Code zoning. It is further located within a Coastal Flood Resiliency District, Groundwater Conservation Overlay District, and a Restricted Parking District. The Project Site is additionally located within a Massachusetts Historical Commission Historic Inventory Area.

It is anticipated that the Proposed Project will require approval by the Zoning Board of Appeal in the form of a variance for insufficient usable open space, and in the form of a conditional use permit for compliance with the requirements of the Groundwater Conservation Overlay District.

MITIGATION AND COMMUNITY BENEFITS

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

- Revitalizing the downtown neighborhood by converting underutilized office space to on-site housing, bringing foot traffic back to the neighborhood, generating a new customer base for restaurants and shops, and creating a more vibrant urban core.
- Creating twelve (12) on-site income-restricted rental units ("IZ Units") for households with incomes not more than 60% of Area Median Income.
- Meeting, where applicable, C.O.B Green Energy "Stretch Goals"; as required by the BPDA office to residential conversion program.
- The re-use of a vast majority of existing building components in order to minimize demolition waste and promote construction sustainability.

The Proposed Project and any proposed improvements to the public realm are subject to continued Public Improvement Commission (PIC) and BPDA Design Review and approval.

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, and is located within Zone A, as defined by the IZ. IZ requires that 17% of the total number of units or residential leasable square footage within Article 80E Small

Project developments be designated as IZ units. In this case, twelve (12) units or 17.14% of the total number of units, and approximately 17.12% of residential leasable square footage, within the conversion project (the “IZ Units”), will be made available to households with incomes not more than 60% of the Area Median Income (“AMI”), as based upon data from the United States Department of Housing and Urban Development (“HUD”) and published by the Mayor’s Office of Housing (“MOH”) as annual income and rent limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
201	Studio	479	60%	\$1,175	Group-2
205	Studio	451	60%	\$1,175	
210	One-Bedroom	677	60%	\$1,378	
302	Studio	492	60%	\$1,175	Group-2
313	Studio	460	60%	\$1,175	
410	One-Bedroom	677	60%	\$1,378	
412	Studio	472	60%	\$1,175	
414	Studio	596	60%	\$1,175	
504	Studio	451	60%	\$1,175	
511	Studio	569	60%	\$1,175	
605	Studio	451	60%	\$1,175	
610	One-Bedroom	615	60%	\$1,378	

The location of the IZ Units will be finalized in conjunction with MOH staff and outlined in the Affordable Rental Housing Agreement and Restriction (“ARHAR”), and rents and income limits will be adjusted according to MOH published maximum rents and income limits, as based on HUD AMIs, available at the time of the initial rental of the IZ Units. IZ Units must be comparable in size, design, and quality to the market-rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project.

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission ("BFHC") upon issuance of the building permit. The IZ Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC and MOH. 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 who are directly displaced or severely rent-burdened (to be marketed for three (3) IZ 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 of any subsequent rental of the IZ Units during this fifty (50) year period must fall within the applicable income and rent limits for each IZ Unit. IZ Units may not be rented out by the developer prior to rental to an income eligible household, and MOH or its assigns or successors will monitor the ongoing affordability of the IZ Units.

TERMS OF PILOT AGREEMENT

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

DEED CONVEYANCE

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

RECOMMENDATIONS

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

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development proposal for the conversion of two adjoining six-story buildings, located at 12 Post Office Square and 10 Liberty Square, from primarily offices uses, to basement and ground-floor retail and commercial uses with seventy (70) new dwelling units, fifty-five (55) of which will be studio units and fifteen (15) will be one-bedroom units, on floors two through six, with approximately two thousand square feet of residential amenity space (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the Boston Redevelopment Authority (the "BRA"); and

FURTHER

VOTED: That the Director be, and hereby is, authorized to accept a Quitclaim

Deed for a certain temporary and limited property interest in the Proposed Project site; and

FURTHER**VOTED:**

That the Director be, and hereby is, authorized to enter into a Pilot Agreement in connection with the Proposed Project, subject to the terms and continues consistent with this Board Memorandum and as the Director deems to be appropriate and necessary; and

FURTHER**VOTED:**

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

12 Post Office Square



12 Post Office Square





CITY of BOSTON

Michelle Wu, Mayor

To: [Dalyn Norris],
From: [Rihabe Oulal], PWD
Date: [6/2/2025]
Subject: [12 Post Office Sq and 10 Liberty Sq] - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for 12 Post Office Square and 10 Liberty Square SPRA.

Project Coordination:

The developer should coordinate with PIC and PWD to develop safety and accessibility improvements for pedestrians in the area. The developer shall coordinate with BTM, PIC, and PWD on improving the sidewalks and pedestrian areas ramps along the project site area.

Project Specific Scope Considerations:

The developer shall seek to reconstruct accessible sidewalks along Hawes Street, Congress Street, Kilby Street, and Water Street. This work shall include all of the ramps and their reciprocals at these street interactions to be ADA-compliant. The Developers shall identify the functionality of Hawes Street and provide pedestrian access across and through the street. The developer shall coordinate with the Public Improvement Commission (PIC) regarding any modifications to curb geometry and streetscape materials.

Site Plan:

The 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 (ROW):

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 proposed design and construction within the Public ROW shall conform to PWD Design Standards (<https://www.boston.gov/departments/public-works/public-works-design-standards>). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC. Please note that the comments below are specific to proposed work within the Public ROW.

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 extent 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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(617) 635-4900



All proposed sidewalk widths and cross-slopes must comply with 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.

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.

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. Effects of water infiltration with respect to the adjacent underpass structure and underground MBTA tunnels that may be negatively impacted by infiltration may impact the ability to install such systems and should be considered. Coordination with PWD and MBTA will be required.

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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CITY *of* BOSTON

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 jeffrey.alexis@boston.gov or at 617-635-4966.

Sincerely,

Jeffrey Alexis

Principal Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Todd Liming, PIC



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Boston Water and
Sewer Commission
980 Harrison Avenue
Boston, MA 02119
617-989-7000
Fax: 617-989-7718



May 15, 2025

Mr. Dylan Norris, Project Assistant
Boston Planning Department
One City Hall Square
Boston, MA 02210

Re: Twelve Post Office Square, Boston Proper
Small Project Review Application

Dear Mr. Norris:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at Twelve Post Office Square in Boston Proper. This letter provides the Commission's comments on the SPRA.

The proposed project is located on two parcels of land of approximately 9,340 combined square feet containing two mixed-use buildings known as Twelve Post Office Square and Ten Liberty Square. Both existing buildings contain six stories with a combined 63,219 square feet of gross building area. The project proponent, 12 Post Office Square, LLC, proposes to convert 46,723 square feet of existing office and commercial space within the two buildings into 70 new residential units pursuant to the City's office to residential conversion program. The proposed units will consist of 50 studio and 20 one-bedroom apartments in addition to 2,075 square feet of shared amenity space. Approximately 11,237 square feet of existing commercial space will remain between the two buildings. No new parking is proposed in connection with the conversion.

Water service is provided by Commission owned and maintained facilities in Water Street. Water Street has a 8-inch pit cast iron (PCI) water main that was installed in 1912 and is a part of the Commission's Southern Low-Pressure Zone. Water Street also has a 8-inch cast iron (CI) water main that was installed in 1932 and is a part of the Commission's Southern High-Pressure Zone. The Commission also owns a maintains a 16-inch cast iron (CI) water main that was installed in 1916 and is a part of the Commission's High-Pressure Fire Service system.

Sanitary sewer and storm drain service is provided by a 48-inch by 68-inch non-reinforced concrete combined sewer pipe on Water Street. Commission records indicate that there is also an existing 12-inch combined sewer pipe on Hawes Street which is privately owned and not maintained by the Commission.

Daily water demand and wastewater generation for the proposed project was not stated in the SPRA.



The Commission has the following comments regarding the proposed project.

General

1. Prior to the initial phase of the site plan development, 12 Post Office Square, LLC should meet with the Commission's Design and Engineering Customer Services Departments to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at 12 Post Office Square, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as backflow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, has implemented a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of I/I for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes green spaces, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>



5. The water use and sewage generation estimates were not provided in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. 12 Post Office Square, LLC should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. 12 Post Office Square, LLC should also provide the methodology used to estimate water demand for the proposed project.
6. The Commission will require 12 Post Office Square, LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require 12 Post Office Square, LLC to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is 12 Post Office Square, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 12 Post Office Square, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. 12 Post Office Square, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. 12 Post Office Square, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 12 Post Office Square, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
2. 12 Post Office Square, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 12 Post Office Square, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
3. 12 Post Office Square, LLC will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. 12 Post Office Square, LLC is advised to consult with the Commission's Manager of Engineering Code Enforcement, with regards to backflow prevention.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit



(MTU) and connect the device to the meter. For information regarding the installation of MTUs, 12 Post Office Square, LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application 12 Post Office Square, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. The Commission encourages 12 Post Office Square, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 12 Post Office Square, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 12 Post Office Square, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. 12 Post Office Square, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity



and recharge. In addition to Commission standards, 12 Post Office Square, LLC will be required to meet MassDEP Stormwater Management Standards.

6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that 12 Post Office Square, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. 12 Post Office Square, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 12 Post Office Square, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/ejp

cc: C. Rizzi, MWRA
D. Devlin, BWSC
P. Salvatore, BWSC
S. McFee, BWSC

MEMORANDUM**FEBRUARY 13, 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
JASON MCDONALD, PLANNING REVIEW PLANNER

SUBJECT: 2-8 BOWDOIN STREET, DORCHESTER

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 2-8 Bowdoin Street in Dorchester (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) enter into a Community Benefits 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 a single lot with a total area of approximately 4,380 square feet. The site is located at 2-8 Bowdoin Street, on the prominent corner at the intersection of Bowdoin Street, Washington Street, and Harvard Street in the Four Corners neighborhood of Dorchester ("Project Site").

DEVELOPMENT TEAM

The development team includes:

Proponent: Webster Enterprises, LLC
2 Bowdoin St.
Dorchester, MA 02121

Architect: Stack + Co LLC
555 East 2nd St.
Boston, MA 02127

Legal Counsel: Derric Small, Esq
51 Dobson Rd.
Braintree MA, 02184

Surveyor: Neponset Valley Survey Assoc, Inc.
95 White St.
Quincy, MA 02169

PROPOSED PROJECT

Webster Enterprises, LLC (the “Proponent”) seeks to construct a new seven (7) story, approximately 33,452 gross square foot mixed-use building that will comprise of approximately twenty-two (22) residential rental units, including four (4) income-restricted units, approximately 2,400 square feet of commercial/restaurant retail space, and 1,400 square feet of residential amenities, including bike parking, resident storage space and a resident accessible roof deck. (the “Proposed Project”). The residential rental units include fifteen (15) one-bedroom units, six (6) two-bedroom units, and one (1) three-bedroom unit.

The Proposed Project will include a minimum total of twenty-two (22) interior covered and secured bike parking spaces located within the ground floor.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	33,452
Gross Floor Area	28,082
<i>Residential</i>	25,686
<i>Office</i>	0
<i>Retail</i>	2,396
<i>Lab</i>	0

<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	0
Development Cost Estimate	\$12,000,000
Residential Units	22
<i>Rental Units</i>	22
<i>Ownership Units</i>	0
<i>IZ/Affordable Units</i>	4
Parking spaces	0

PLANNING AND ZONING CONTEXT

The Proposed Project is located in the Dorchester Neighborhood Zoning District's Local Convenience subdistrict, governed by Boston Zoning Code (the "Code") Article 65. The Proposed Project is located in the Four Corners Main Street District, at the Bowdoin Street and Bowdoin Avenue intersection. The building presently on the Project Site is a one-story restaurant and catering service. Neighboring the restaurant on Bowdoin Street is a mixed use four-story income-restricted housing development presently under construction. To the north of the Project Site on Bowdoin Street, there is a presently vacant undeveloped site. The area surrounding this commercial node is primarily characterized by two and three-family dwellings. Transit service is available via adjacent MBTA bus stops, and the Four Corners/Geneva Fairmount Line station located a half mile, or 10 minute walk, away.

Then Project Site is in the study area of the Fairmount Indigo Planning Initiative Plan (the "Plan"), a three-year study started by the BRA's Planning Division in February 2012. The initiative worked with stakeholders in the catchment of the Fairmount line to build a shared vision and set of strategies to unlock the greater potential of MBTA station areas.

The Proposed Project seeks a conditional use permit for multifamily use, and zoning relief for maximum floor area ratio, maximum height, and minimum parking ratio. The Fairmount Indigo Planning Initiative's guidelines were not codified into the Code, so while the overall Proposed Project aligns with the Plan's stated goals to encourage contextual mixed-use infill development in Main Street Districts that provide new housing and new neighborhood serving amenities, it is not consistent with current zoning regulations. The proposed zero parking ratio is aligned with contemporary best practices and Boston Transportation Department policy for transit-served commercial nodes such as this location.

ARTICLE 80 REVIEW PROCESS

On October 29, 2024, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Code. The Planning Department sponsored and held a virtual public meeting on December 4, 2024, via Zoom. The 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 Dorchester neighborhood update lists. The public comment period ended on December 13, 2024.

ZONING

The Project Site is within the Article 65 Dorchester Neighborhood Zoning District and the Local Convenience Zoning Subdistrict. The Proposed Project will need Zoning relief for dimensional requirements. Zoning relief is to be determined based on official receipt of the zoning code refusal letter from Boston Inspectional Services Department, Planning and Zoning Division.

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 including:
 - Removal of the existing electrical pole within the public right of way adjacent to the Project Site on Bowdoin Street.
 - A corner curb extension at the corner of Bowdoin Street and Bowdoin Avenue to enable a reoriented pedestrian ramp to be better aligned with the direction of the existing crosswalk (across Bowdoin Avenue) and to

allow space for a third street tree to be planted by the Proponent in the public right-of-way (one on Bowdoin Avenue, two on Bowdoin Street) in addition to permeable furnishing zones to allow for the expansion of critical root zones for the proposed street trees.

- These proposed improvements are subject to design review and approval by the Boston Transportation Department (“BTD”), Public Works Department (“PWD”), Public Improvement Commission, and the BPDA, and will be coordinated with the City’s planned signal improvement project at this intersection.
- Within 30 days of issuance of Building Permit, the Proponent will make a one-time “bikeshare” contribution of Six Thousand and Fifty Dollars (\$6,050.00) to BTD per the City’s Bike Parking Guidelines.
- The Proponent shall make a Twenty-two Thousand Dollar (\$22,000.00) contribution to 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 support nearby Boston Parks and Recreation Department properties.

Amount: \$22,000.00

Timeline: The \$22,000.00 contribution is due within 30 days of issuance of Building Permit.

The community benefits described above will be set forth in the Community Benefits Agreement for the Proposed Project. The community benefits contribution payments shall be made to BTD and City’s Fund for Parks, accordingly, within 30 days of issuance of Building Permit and will be distributed as outlined above.

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 (“IZ”) and is located within Zone C, as defined by IZ. IZ requires that 17% of the total number of units, or leasable square footage, within Article 80E Small Project developments are designated as IZ units. In this case, four (4) units, or approximately 18.18% of the total number of units, and 17.39% of leasable square

footage within the Proposed Project, will be created as IZ rental units (the “IZ Units”). One (1) unit will be made available to households earning not more than 50% of Area Median Income (“AMI”), as published by the Mayor’s Office Housing (“MOH”) and based upon data from the United States Department of Housing and Urban Development (“HUD”), two (2) units will be made available to households earning not more than 60% of the AMI, and one (1) unit will be made available to households earning not more than 70% of the AMI.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percentage of AMI	Maximum Rent	Group 2
201	One-Bedroom	705	50%	\$1,135	
302	Two-Bedroom	1,101	60%	\$1,559	
404	One-Bedroom	834	60%	\$1,378	
503	One-Bedroom	831	70%	\$1,621	Group-2

The location of the IZ Units will be finalized in conjunction with MOH staff and outlined in the Affordable Rental Housing Agreement and Restriction (“ARHAR”), and maximum rent prices and income limits will be adjusted according to MOH published maximum rent prices and income limits, as based on HUD AMIs, available at the time of the initial rental of the IZ Units. IZ Units must be comparable in size, design, and quality to the market-rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project.

The ARHAR must be executed prior to the issuance of the Certification of Approval for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission (“BFHC”) upon issuance of the building permit. The IZ Units will not be marketed prior to the submission and approval of an Affirmative

Marketing Plan to the BFHC and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident; and
- (2) Household size (a minimum of one (1) person per bedroom).

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

An affordability covenant will be placed on the 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 80E of the Code for Small Project Review. Therefore, staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the Proposed Project; and (2) enter into a Community Benefits 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 Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code, approving the development at 2-8 Bowdoin Street in the Dorchester neighborhood, proposed by Webster Enterprises, LLC, for the construction of a seven (7) story, mixed use building that will include twenty-two (22) residential rental units, including four (4) IZ units, in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the BPDA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and deliver a Community Benefits 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.

2-8 Bowdoin Street



2-8 Bowdoin Street





The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

RUSSELL E. HOLMES
STATE REPRESENTATIVE

REPRESENTING THE PEOPLE OF THE
6TH SUFFOLK DISTRICT

DORCHESTER • HYDEPARK • JAMAICA PLAIN
MATTAPAN • ROSLINDALE

October 24, 2024

Mr. Kairos Shen
Chief of Planning
Boston Planning Department
One City Hall Square, 9th Floor
Boston, MA. 02201

Dear Chief Shen:

I write this letter in support of Webster Enterprises, LLC, 2 Bowdoin Street Project in the Four Corners section of Dorchester. Four Corners in its heyday was a bustling section of a vibrant neighborhood in Dorchester. It was replete with thriving local businesses, entertainment venues and a tight knit residential population. Four Corners and other sections of the City of Boston fell victim to the challenges of change. Since the upheaval of the 60's and through the current day, the area has been significantly impacted by the dynamics of change. Beginning with an exodus and shift in population demographics, Four Corners experienced the subsequent loss of small "mom & pop" businesses and entertainment venues that lined the square.

We have now experienced a new era of growth and revitalization in all the neighborhoods in the City of Boston. Four Corners is in the beginning stages of renewal. A few years ago, the VietAID Project on Washington Street brought new residents and businesses back to the square. Growth continues with the development of the Codman Square Neighborhood Development Corporation's Four Corners Plaza Project. That project, once completed, will bring additional residents and commercial storefronts to the corridor. Four Corners is poised for continued growth and renewal.

The proposal of the 2 Bowdoin Street Project will be developed by Webster Enterprises, LLC. The Webster Family, an established business and property owner/operator in Four Corners, will stand to build a project that will be a jewel in a revitalized square. The project will bring additional affordable and market rate units to the area and subsequently, new life and vitality to the square. The project will surely leverage additional private investment in Four Corners as well as continued infusion of City and State infrastructure improvements.

I have met in advance with the principles for this project as well as attending several supportive community meetings. I agree with the sentiments of area residents when one stated that "this project will be good for Four Corners and Dorchester as a whole."

Sincerely,

Russell E. Holmes
State Representative, 6th Suffolk District

VICE CHAIR

HOUSE COMMITTEE ON OPERATIONS,
FACILITIES AND SECURITY

JOINT COMMITTEE ON WAYS AND MEANS

JOINT COMMITTEE ON BONDING,
CAPITAL EXPENDITURES AND STATE ASSETS

HOUSE COMMITTEE ON GLOBAL WARMING
AND CLIMATE CHANGE

STATE HOUSE, ROOM 254

TEL (617) 722-2220

Russell.Holmes@MAhouse.gov



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1008

Christopher Worrell
State Representative
5th Suffolk District

Committees:
Consumer Protection and
Professional Licensure
Education
Healthcare Financing
Tourism, Arts, and
Cultural Development

October 23, 2024
Mr. Kairos Shen
Chief of Planning
Boston Planning Department
One City Hall Square, 9th Floor
Boston, MA. 02201

Dear Chief Shen:

It is with great pleasure that I write this letter of support for the Webster Enterprises, LLC, 2 Bowdoin Street Project in the Four Corners section of Dorchester. The Four Corners area which is within my district, has long been a depressed, small business commercial node with a dwindling residential population around it.

The proposed development presented by the Webster family (Webster Enterprises, LLC) will serve as the anchor building in an area that I am proud to say is in the middle of a resurgence. For the past year or so, Mr. Webster has kept my office apprised of the proposed project. This line of communication has been key as I address my constituents in the area on the delicate balance of commercial development and the growing housing needs in the community.

The Webster family has lived in Boston for the past 60 years. Mr. Webster currently owns and operates a popular restaurant (Down Home Delivery & Catering) at this location. The restaurant has been a mainstay in this depressed commercial district for the past 15 years. The Webster family is committed to rebuilding the restaurant to serve as a key part of the vibrancy and revitalization of the Four Corners area.

I believe Mr. Webster has done the appropriate due diligence with my office, the abutters, the local main street and all of the established neighborhood associations in the area.

I wholeheartedly support this neighborhood development project as it could motivate additional public and private investment in the area. This project will certainly bring much needed housing and be a major part of the current, ongoing revitalization of the Four Corners section of Dorchester.

If I can be of further assistance, please feel free to contact my office.

Sincerely,

Christopher J. Worrell
State Representative
5th Suffolk District



SENATOR NICK COLLINS
First Suffolk District

The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

STATE HOUSE, ROOM 312D
BOSTON, MA 02133-1053
TEL. (617) 722-1150
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WWW.MASENATE.GOV

October 29, 2024

Mr. Kairos Shen, Chief of Planning
Boston Planning Department
One City Hall Square, 9th Floor
Boston, MA. 02201

Re: Letter of Support on Behalf of Webster Enterprises LLC Project

Dear Chief Shen:

I write to you in support of 2-8 Bowdoin Street in the Four Corners section of Dorchester.

The proposed development presented by Mr. Gary Webster of Webster Enterprises, LLC will serve as the anchor building in an area that I am proud to say is in the middle of a resurgence.

Mr. Webster currently owns and operates his business, Down Home Delivery & Catering at this location, which has been a mainstay in this commercial district for the past 15 years. The Webster family is committed to rebuilding the restaurant to serve as a key part of the vibrancy and revitalization of the Four Corners area. Mr. Webster has appropriately reached out to the abutters, the local main street organizations and all of the established neighborhood associations in the area.

Mr. Webster's proposed development will enhance the commercial district and generate public and private investments in the area. This project will bring additional housing and contribute greatly to the ongoing revitalization of the Four Corners section of Dorchester.

Thank you for your consideration to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Nick Collins".

Nick Collins
State Senator
First Suffolk District

**Boston Water and
Sewer Commission**



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

December 2, 2024

Mr. Quinn Valcich
Senior Project Manager
Planning Department
One City Hall Square
Boston, MA 02201

Re: 2-8 Bowdoin St., Dorchester
Project Notification Form

Dear Mr. Valcich:

The Boston Water and Sewer Commission (Commission, BWSC) has reviewed the Project Notification Form (PNF) for the proposed 2-8 Bowdoin Street project located at 2-8 Bowdoin Street in the Dorchester neighborhood of Boston.

The proposed project is located on an approximately 4,380 square foot (sf) site currently occupied by a 1-story commercial building. The project proponent, Webster Enterprises LLC, proposes to redevelop the site with the construction of a 7 story, 22-unit, mixed use building, occupying 33,452 sf of gross floor area including 2,396 sf of restaurant space at the ground floor. There will be 12 interior bicycle storage spaces.

Water, sewer, and storm drain service for the project site is provided by the Boston Water and Sewer Commission. Water demand estimates were not provided in the PNF. For water service, the project site is served on Bowdoin Avenue by a 12-inch cement lined cast iron pipe installed in 1950, and on Bowdoin Street by 30-inch pit cast iron pipe installed in 1888 and lined in 1975 and a 12-inch cement lined ductile iron pipe in installed in 1975. All of these water mains are located within the Commission's southern high service network.

Estimated sewage flow was not stated in the PNF. For sanitary sewage service, the site is served by a 12-inch sanitary sewer in Bowdoin Avenue and a 30-inch by 39-inch sewer in Bowdoin Street. For drainage service, the site is served by a 15-inch storm drain in Bowdoin Avenue.



The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development, Webster Enterprises LLC should meet with the Commission's Design and Engineering Customer Services Department to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Webster Enterprises' expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as backflow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, has implemented a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of I/I for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.



5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. The water use and sewage generation estimates were not stated in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Webster Enterprises LLC should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. Webster Enterprises LLC should also provide the methodology used to estimate water demand for the proposed project.
7. The Commission will require Webster Enterprises LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Webster Enterprises to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
8. It is Webster Enterprises' responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Webster Enterprises must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.



Water

1. Webster Enterprises LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Webster Enterprises LLC should also provide the methodology used to estimate water demand for the proposed project.
2. Webster Enterprises LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Webster Enterprises should consider outdoor landscaping which requires minimal use of water to maintain. If Webster Enterprises plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. Webster Enterprises LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Webster Enterprises LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. Webster Enterprises LLC will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. Webster Enterprises is advised to consult with Mr. Larry Healy, Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Webster Enterprises should contact the Commission's Meter Department.



Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Webster Enterprises LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. The Commission encourages Webster Enterprises LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Webster Enterprises LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Webster Enterprises will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. Webster Enterprises LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Webster Enterprises LLC will be required to meet MassDEP Stormwater Management Standards.



6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that Webster Enterprises LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Webster Enterprises LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Webster Enterprises is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/apm

cc: Gary J. Webster, Webster Enterprises LLC
K. Ronan, MWRA
S. McFee, BWSC



Boston City Council
Brian Worrell
Councilor - District 4

February 13, 2025

Chair Priscilla Rojas
Boston Planning & Development Agency
Boston City Hall
Boston, MA 01201

Dear Chair Rojas,

I am writing this letter to express my support for the 2-8 Bowdoin St. project. The development team has engaged in good faith with the community and has responded to their concerns. As a result, I have received messages of support from community members and the relevant civic association who wish to see this development in their community.

As the District 4 City Councilor, I encourage developments that are family-friendly, community-oriented, and environmentally sustainable. One of the areas that I push developers in my district the most is the inclusion of 3-bedroom units in their projects. It is these family-oriented units that are missing in my district. When we don't build family-oriented housing, we are displacing working class families - including a disproportionate rate of black and brown families - from Boston. In collaboration with the development team, we've ensured a 3-bedroom unit was included in the plans, and its inclusion helps create the housing inventory needed to keep families in Boston.

Please consider this as written testimony for any hearings on this development as currently proposed.

If you have any questions or concerns please do not hesitate to contact my office at (617) 635-3131.

Sincerely,

Brian Worrell
Boston City Council, District 4

MEMORANDUM**APRIL 10, 2025**

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

FROM: CASEY HINES, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
ILANA HAIMES, PLANNER II, PLANNING REVIEW
ALEXA PINARD, ASSISTANT DEPUTY DIRECTOR OF DESIGN REVIEW
JILL ZICK, ASSISTANT DEPUTY DIRECTOR OF PUBLIC REALM REVIEW
SAM ROY, SENIOR TRANSPORTATION PLANNER II
EBONY DAROSA, SENIOR PROJECT MANAGER

SUBJECT: 36 PARKER HILL AVENUE A/K/A 200 HILLSIDE STREET, MISSION HILL

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency (“BPDA”): authorize the Director of the BPDA (the “Director”) to (1) issue a Certificate of Approval for the proposed development located at 36 Parker Hill Avenue in Mission Hill (the “Proposed Project”), in accordance with Article 80E, Small Project Review, of the Code; and (2) take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project is located on a site that includes approximately 25, 441 square feet of combines land area at the intersection of Parker Hill Avenue and Hillside Street in Mission Hill (the “Project Site”). The Project Site includes 36 Parker Hill Avenue, a/k/a 200 Hillside Street, and abutting Hillside Street, combined with the parcel containing the existing developments at 40 Parker Hill Avenue and 44 Parker Hill Avenue.

DEVELOPMENT TEAM

The Development Team for the Proposed Project consists of:

- Proponent/Applicant:** Savage Properties
Jason Savage
- Architect:** Monte French Design Studio
Monte French
Alex Yoon
- Legal Counsel:** Pulgini and Norton, LLP
John Pulgini
- Civil Engineer:** Civil Environmental Consultants, LLC
Len Bouffard
- Landscape Architect:** Verdant Landscape Architecture
Katya Podzialdo

PROPOSED PROJECT

The Proposed Project consists of an approximately five (5) story residential building totaling approximately 30,861 square feet of gross floor area. The Proposed Project would redevelop an existing parking lot with eighteen (18) parking spaces. The building would contain approximately thirty-eight (38) residential rental units, thirty-eight (38) long-term indoor resident bicycle parking spaces, and eight (8) short-term post-and-ring visitor bicycle parking spaces. The resident bike parking will be conveniently located with direct access off of Hillside Street. The residential rental units include twenty-two (22) studio units and sixteen (16) two-bedroom units.

The total development cost is approximately \$9,500,000.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	30,861

Gross Floor Area	30,861
<i>Residential</i>	30,861
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	0
* Development Cost Estimate	\$9,500,000
Residential Units	38
<i>Rental Units</i>	38
<i>Ownership Units</i>	
<i>IZ/Affordable Units</i>	6
Parking spaces	8

ARTICLE 80 AND PUBLIC REVIEW PROCESS

On November 8, 2024, the Proponent filed a Small Project Review Application ("SPRA") with the BPDA for the Proposed Project, pursuant to Article 80E of the Code, which initiated a public comment period that concluded on December 31, 2024. The SPRA was sent to the City's public agencies/departments and elected officials pursuant to Section 80A-2 of the Code.

On December 11, 2024, a Virtual Public Meeting was held. The Virtual Public Meeting was advertised in the local Mission Hill newspaper, listed on the BPDA website, and distributed to those enrolled in the BPDA Mission Hill email lists.

PLANNING AND ZONING CONTEXT

The Proposed Project is located within the Mission Hill Neighborhood District, in a Three-Family Residential (3F-2000) subdistrict, pursuant to Article 59 of the Boston Zoning Code. The Project Site at 36 Parker Hill Avenue, also known as 200 Hillside Street has been combined with the parcel containing the existing developments at 40 Parker Hill Avenue and 44 Parker Hill Avenue. The usable open space, parking, and tenant amenities provided by each of the two existing buildings will continue to be shared among those two buildings. The amenities proposed for the new building are intended to be shared among the residents of all three buildings. The proposed courtyard area is also accessible by the existing building at 198 Hillside Street, in shared ownership, to the rear. The Proposed Project has been reviewed with respect to this context.

The Mission Hill neighborhood is identified by Imagine Boston 2030 as an *Enhanced Neighborhood*, calling for contextually sensitive development to improve urban vitality and affirm neighborhood identity. In the Go Boston 2030 plan, Mission Hill is envisioned as a neighborhood with walkable and bicycle-friendly main streets. The location of additional housing units within a residential area so close to transit opportunities aligns with the goals of both Imagine Boston and Go Boston. This project has the potential to further contribute to the number of residents employing transit options in lieu of single occupancy vehicles to travel to work for a neighborhood where as of 2017, only 18.4% of commuters traveled in single occupancy vehicles.

While Multi-Family Residential is a forbidden use, Section 59-7 - Use Regulations Applicable in Residential Subdistricts - provides *Special Provisions for Residential Development in Three-Family Residential Subdistricts*, which intends to support the development of residential units within the neighborhood through the allowance of multifamily residential buildings on lots of sufficient size, given that the character of the development respects the character of the neighborhood as a whole. As the dimensional regulations from the zoning code anticipate the development of a three-family residential building, some of the regulations may not be relevant to a multi-family residential building, such as FAR.

With the provision to respect the existing neighborhood context, staff gave special consideration to the proposed height of the building. Surrounding buildings range from three to four stories in height. Additional accommodations are appropriate based on the extreme grade changes along Parker Hill Avenue as it slopes downward toward Huntington Avenue. With the grade change, the top of the proposed building is a similar relative height to its two neighbors at 40 and 44 Parker Hill Avenue.

PROJECT BENEFITS AND MITIGATION

The project will make significant improvements to the public realm by way of accessibility improvements within the public rights-of-way, accessible connection to shared amenities for new and existing residents on the site, creation of new open space located on site and on a parcel adjacent to the site.

The Proposed Project will result in the addition of seven (7) new street and yard trees which will provide tree canopy and shade on the streets, as well as scale to the new building. Specifically, the project will add 3 street trees in the public rights-of way at Hillside Street (2 trees) and Parker Hill Avenue (1 street tree), and 4 new front yard trees along Parker Hill Avenue that will contribute to shade on the street and canopy coverage in the neighborhood. The installation of the proposed street trees, in coordination with the Public Improvement Commission and/or Parks Department, shall be completed before Certificate of Occupancy issuance for the Proposed Project.

The Proposed Project includes the commitment of Ten-Thousand Four-Hundred Fifty and 00/100 Dollars (\$10450.00) to the Boston Transportation Department ("BTD") to be contributed upon issuance of Certificate of Occupancy for the Proposed Project to support the bikeshare system.

The Proposed Project includes new accessible walkways to existing parking spaces behind #40 Parker Hill Avenue, and a new accessible 1,420 SF patio space behind #44 Parker Hill Avenue. The Proposed Project is also building a second at-grade 1,398 SF courtyard between the new building and neighboring 198 Hillside, as well as an 1,812 SF roof deck on the proposed building. These new shared amenities will total 4,630 SF of newly created open space.

The Proposed Project also includes replacement of the public sidewalks abutting the Project Site on both Hillside Street and Parker Hill Avenue. Any action through

the Public Improvement Commission and reconstruction of sidewalks in the public realm must be completed prior to building permit for the Proposed Project.

The Proponent will provide private trash collection for the proposed development along with the buildings located at 40 and 44 Parker Hill Street. This will alleviate a community concern for an abundance of trash being left in the public realm for collection.

The proponent will design and implement the addition of a crosswalk across Hillside Street at the connection to Parker Hill Avenue. The crosswalk will be a "Ladder" style crosswalks, with thick white bars and parallel lines which are the most visible type of crosswalk marking. The crosswalk will be a high visibility crosswalk to help improve pedestrian visibility and safety. This crosswalk will require the addition of compliant split pedestrian curb ramps equipped with yellow tactile warning strips. The proponent will explore curb line changes for this crossing to result in expanded sidewalk space, tighter curb radius, and shorter crossing distance. All crosswalks must be designed with review from the Disabilities Commission, PWD, BTDD, and Planning Department. Any action through the Public Improvement Commission including the crosswalk installation, curb realignment and compliant split pedestrian curb ramp installation in the public realm must be completed prior to building permit for the Proposed Project.

The Proponent will close a no-longer-needed curb cut on Parker Hill Avenue and narrow another curb cut accessing the existing parking lot located at 40 Parker Hill Avenue. This will improve the sidewalks, particularly on the steeply graded Parker Hill Avenue sidewalk, by both future Proposed Project residents and neighbors. Any action through the Public Improvement Commission for curb cuts in the public realm must be completed prior to building permit for the Proposed Project.

In compliance with Boston's Complete Streets Policy, the Proponent will setback their building to create a wider sidewalk on Hillside Street to include area within the bounds of their property to include public rights of way. Hillside Street will have a minimum of 8'8" foot sidewalk, inclusive of a 1'3" foot setback. All sidewalks will maintain at least five (5) feet of clear, accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. All sidewalk setbacks are subject to design review and will require approval for a Pedestrian Easement with the Public Improvement Commission (PIC). In compliance with Boston's Complete Streets Policy, the Proponent will make much-needed sidewalk and streetscape improvements to Parker Hill Avenue within the public right-of-way. Parker Hill Avenue will maintain at least five (5) feet clear accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. In some areas, this

will require a sidewalk setback. All sidewalk improvements are subject to design review.

PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed prior to Certificate of Occupancy. The physical mitigation 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 community benefits described above will be set forth in the Community Benefits Agreement for the Proposed Project. Any required community benefit contribution payments shall be made to the BPDA or respective City of Boston department before issuance of the initial building permit by ISD and will be distributed as outlined above. The Proposed Project and public realm improvements are subject to design review.

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ") and is located within Zone B, as defined by IZ. IZ requires that 17% of the total number of units within or residential leasable square footage within Article 80E Small Project developments are designated as IZ units. In this case, six (6) units or approximately 15.79% of the total number of units within the project will be designated as income-restricted units (the "IZ Units") made available to households with incomes not more than 60% of the Area Median Income ("AMI"), based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and rent limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percentage of AMI	Rent	Group-2
101	Two-Bedroom	845	60%	\$1,559	

204	Studio	501	60%	\$1,175	
208	Two-Bedroom	813	60%	\$1,559	
303	Two-Bedroom	838	60%	\$1,559	
404	Studio	501	60%	\$1,175	Group-2A
505	Studio	477	60%	\$1,175	

The location of the IZ Units will be finalized in conjunction MOH staff and outlined in an Affordable Rental Housing Agreement and Restriction (“ARHAR”) with MOH and rents and income limits will be adjusted according to MOH published maximum rents and income limits, as based on HUD AMIs, available at the time of the initial rental of the IZ Units. IZ Units must be comparable in size, design, and quality to the market-rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project.

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

- Boston resident;
- Household size (a minimum of one (1) person per bedroom); and
- Households who are directly displaced or severely rent-burdened (to be marketed for one (1) IZ Unit).

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

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

to extend for an additional period of twenty (20) years). The household income of the renter and rent of any subsequent rental of the IZ Units during this fifty (50) year period must fall within the applicable income and rent limits for each IZ Unit. IZ Units may not be rented out by the developer prior to rental to an income eligible household, and MOH or its assigns or successors will monitor the ongoing affordability of the IZ Units.

In addition to the six (6) on-site IZ Units, the Proponent is required to make a contribution of \$22,963.20 through the City of Boston Treasury to the IDP Special Revenue Fund ("IDP Fund")—calculated as the difference between 17% of residential leasable square footage of the project and the square footage of the on-site IZ units, priced at \$460 per square foot of such difference—managed by MOH. This payment reflects a partial unit payment for 49.92 residential leasable square feet (which may be subject to be recalculated upon any residential square footage changes within the project design and construction). Payment of 50% of the amount (\$11,481.60) is due at the issuance of a full building permit, and payment of the other 50% (\$11,481.60) is due at the issuance of the project's first Certificate of Occupancy or Temporary Certificate of Occupancy. Combined, this contribution, together with the six (6) on-site IZ Units, fully satisfies the October 1, 2024 affordability requirements pursuant to IZ.

RECOMMENDATION

Based on the foregoing, BPDA staff recommends that the Board: (1) authorize the Director to issue a Certificate of Approval in accordance with Article 80E, Small Project Review, of the Code; and (2) take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing including, without limitation, executing and delivering a Community Benefits Agreement, and any and all other documents and agreements as the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the Proposed Project consisting of 30,861 square feet at 36 Parker Hill Avenue A/K/A 200 Hillside Street in Mission Hill (the "Proposed Project") in accordance with the requirements of Small

Project Review, Article 80E, of the Code, subject to continuing design review by the BPDA; and

FURTHER

VOTED: That the Director by, and hereby is, authorized to enter into a Community Benefits Agreement, and to take any and all other actions and to execute any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

36 Parker Hill Avenue



36 Parker Hill Avenue

