



Planning Department

CITY of BOSTON

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: March 18, 2026

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the March 24, 2026 Board of Appeals Hearing.

Also included:

445 to 449 Cambridge ST Allston 02134
190 Bowdoin ST 15 Dorchester MA 02122
1740 Hyde Park AV Hyde Park 02136
555 to 563 Talbot AV Dorchester 02124

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



Case	BOA1733276
ZBA Submitted Date	2025-06-12
ZBA Hearing Date	2026-03-19
Address	29 Elm ST Charlestown 02129
Parcel ID	0200355000
Zoning District & Subdistrict	Charlestown Neighborhood 3F-2000
Zoning Article	62
Project Description	Construct a new front dormer and rear roof addition on the existing 2.5-story, two-family dwelling, along with a new roof deck above the two-story rear addition. The rear addition does not increase the overall building height and serves solely to provide access to the proposed roof deck. All work is contained to the upper-story unit.
Relief Type	Variance, Conditional Use
Violations	Side Yard Insufficient Roof Structure Restrictions

Planning Context:

29 Elm Street is located within a 3F-2000 Subdistrict of the Charlestown Neighborhood Zoning District. This subdistrict supports a mix of single-, two-, and three-family dwellings, typically situated on long and exceptionally narrow lots. The subject property is a 2.5-story, two-family dwelling featuring a small front and rear dormer, consistent with other gable-roofed homes in the area and reflective of the established urban form throughout the subdistrict. Within the immediate vicinity, side yards are frequently paved and utilized for driveways or parking. Many residences along Elm Street are spaced to accommodate adequately sized driveways on both sides of the structure, often prioritizing on-site parking over side setbacks relative to lot lines. In addition to the dimensional and use regulations of the 3F-2000 Subdistrict, the property is subject to the Charlestown Neighborhood Design Overlay District (NDOD), which requires that new construction and significant alterations remain compatible with the historic character of Charlestown. The property is also located within the Restricted Roof District: Charlestown Neighborhood, which regulates the construction and expansion of rooftop structures to ensure they remain contextual to the existing urban form and do not adversely impact the pedestrian experience along public ways.



Zoning Analysis:

This project incurs one dimensional violation pursuant to Article 62-7 for insufficient side yard and requires a Conditional Use Permit under Article 62-25. The 3F-2000 Subdistrict requires a 2.5' setback on both sides of a structure. The existing dwelling at 29 Elm Street provides a 0' setback to the north and a 4.1' setback to the south. This nonconformity results from the placement of the existing structure exactly on a lot line. While inconsistent with the dimensional requirements outlined by the subdistrict, this side yard condition is common throughout the neighborhood, where narrow lots and paved side yards are frequently utilized to accommodate driveway access and on-site parking. The proposed scope of work does not alter the existing side setbacks. Adequate separation remains between 29 Elm Street and adjacent properties, particularly at the rear addition that will support the proposed roof deck. Given that the nonconforming side yard is pre-existing, falls outside this scope of work, and reflects a pattern seen throughout the immediate vicinity, relief is appropriate.

Pursuant to Article 6-3, the Board may grant a Conditional Use Permit where the proposed work is appropriate for the site, does not adversely affect the neighborhood, and does not create a nuisance. The proposed rear roof addition and deck meet these criteria, as they do not impact building height, do not adversely affect adjacent structures or the public way, and are consistent with rooftop elements seen in the surrounding area. The proposed front dormer, however, represents a more substantial alteration to the existing roof form. Unlike the small, singular or paired dormers commonly seen throughout the neighborhood, including those currently present on 29 Elm Street, the proposed dormer occupies a majority of the front roof plane and is out of scale with the established pattern. Revised plans further expand the dormer beyond the initial proposal, extending an additional two feet across the width of the front roof plane and occupying a greater portion of its height. While the revised design still does not increase the overall building height, it results in a front dormer that is even more disproportionate to the existing roof form and surrounding context. Pursuant to the Charlestown NDOD, Planning Department Design Review is required for this project, and should focus on the size and scale of the proposed front dormer to ensure it remains contextual with the surrounding homes and neighborhood character.

Revised plans reviewed are titled "Proposed Renovations 29 Elm Street Charlestown, MA.", prepared by Timothy Sheehan Architect and dated 03/06/2026.



Recommendation:

In reference to BOA1733276, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review focused on the size and scale of the proposed front dormer.

Reviewed,

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Deputy Director of Zoning



Case	BOA1803304
ZBA Submitted Date	2025-12-02
ZBA Hearing Date	2026-03-19
Address	661 E Broadway South Boston 02127
Parcel ID	0602309000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Change the use of a long-time hair salon to include body art.
Relief Type	Variance
Violations	Forbidden Use (Body Art)

Planning Context:

The proposed project is located along South Boston's East Broadway corridor. Its surroundings consist of a mix of one- to four-story mixed-use structures, with ground-floor commercial uses and residential units above. These commercial uses include a variety of restaurants, barbershops / beauty salons, and retail establishments.

The project site is currently occupied by one of these one-story commercial structures, and has an existing beauty salon use. The proposed project seeks to add a body art component to the existing beauty salon use. No additional interior or exterior work is proposed by the project. This scope aligns with the stated purpose of the site's zoning, "to encourage medium-density multifamily areas with... ground floor retail and commercial uses" (Section 68-9, 2014). It is also supported by Imagine Boston 2030's core economic development goal of encouraging citywide job and small business growth (2018).

Zoning Analysis:

While the project's beauty shop use is allowed for the property, its body art component constitutes a forbidden use, thus requiring a variance. Considering there is already precedent for this use along East Broadway (three existing med-spa uses can be found within two blocks of the project), its presence should be minimally invasive to the surrounding area. Future zoning reform for the area should relax commercial use allowances to better match land use regulation with the area's existing context.



Plans reviewed titled "Liz on E, 661 East Broadway, Massachusetts," prepared by WYD LLC. on April 8, 2025.

Recommendation:

In reference to BOA1803304, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1792077
ZBA Submitted Date	2025-10-27
ZBA Hearing Date	2026-03-19
Address	658 E Fifth ST South Boston 02127
Parcel ID	0602590000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Change use from 1-unit to 2-unit dwelling. Add a rear deck with a spiral stair as the second egress for unit two.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient Additional Lot Area Insufficient

Planning Context:

The proposed project sits just East of L Street, between South Boston's Telegraph Hill and City Point neighborhoods. Its surroundings consist of two- to three-story structures, with a range of single- to multi-unit residential land uses. Limited ground-floor commercial uses are located within a three-block radius of the site. Stops for the MBTA's 7, 9, 10, and 11 bus routes are accessible within the same distance, under a quarter-mile.

The project site is currently occupied by an existing three-story semi-attached structure with a one-unit residential land use. The site is narrow (twenty two feet) and does not have any existing off-street parking. The proposed project seeks to increase the structure's use from one unit to two. It proposes to do so through internal renovations to the existing structure, including the conversion of basement storage space into living space. The basement is set roughly 60% above grade and is proposed with several existing and new window openings. This provides the space with more sufficient access to light and air than the typical basement living space in Boston. The site also sits outside the Coastal Flood Resilience Overlay District (CFROD), meaning its basement flood risk is minimal. Outside of the addition of several new window penetrations and a new rear deck / egress stair, no exterior alterations to the existing structure are proposed.



The scope aligns with the area's stated planning goals: to encourage the development of medium-density infill housing, which is appropriate to the existing built environment and prevents overdevelopment (Section 68-6, 2014). It also aligns with the City's overarching housing goals which promote projects delivering additional housing units through the adaptive reuse and preservation of historic structures (Housing a Changing City, Boston 2030 - September 2018).

Of note, because the project proposes exterior alterations to a structure (including a new two-story rear deck) sitting within one hundred feet of two City-owned open spaces (Lincoln Square and the Hawes/Union Burying Ground), Parks Design review, under Ordinance 7.4-11, will be required for the project.

Zoning Analysis:

The proposed project's insufficient lot area and off-street parking violations are both existing conditions upon the site, not proposed to be altered through the project. While insufficient by the zoning's standards, the project's lot area (3,000 square feet required, 1,800 square feet proposed) is contextual to its surroundings, representing the second largest lot of the twenty on its block. The majority of these smaller lots already hold either two- or three-unit residential uses. The site's insufficient parking (two spaces required, zero existing/proposed) is another condition shared by the majority of the project's block (16/20 have zero-parking conditions). Due to the site's narrow parcellation (twenty two feet wide), the creation of off-street parking upon the site could not be accommodated without the demolition of the existing structure on the site. Accordingly, the project's site plan is proposed to remain as is, in alignment with its surroundings.

A proviso for Parks Design Review has been added to this project for the reasons discussed in the Planning Context portion of this recommendation

Future zoning reform in the area should seek to recalibrate or remove minimum requirements for lot area and off-street parking, so as to better align zoning rules with the existing context of the neighborhood.

Plans reviewed titled, "659 East Fifth Street, Proposed Two Family Residence, South Boston, MA," prepared by Timothy Sheehan Architect on June 25, 2025.

Recommendation:



In reference to BOA1792077, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans shall be submitted to the Department of Parks and Recreation for review.

Reviewed,

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Deputy Director of Zoning



Case	BOA1800210
ZBA Submitted Date	2025-11-21
ZBA Hearing Date	2026-03-19
Address	535 to 545 Dudley ST Roxbury 02119
Parcel ID	0803166000
Zoning District & Subdistrict	Roxbury Neighborhood MFR/LS
Zoning Article	50
Project Description	Change use from food market to a bakery.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The proposed project would convert an existing food market to a bakery. The conversion includes internal renovations and the addition of a full kitchen space. The neighboring context along this block of Dudley Street is made up of various active ground floor storefront businesses.

Zoning Analysis:

The proposal requires a conditional use permit for a bakery use. The proposal meets the conditions listed in Section 6-3 of the zoning code and would maintain the active storefront character of the immediate context.

“Proposed Bakery” drawn by AVW dated May 13th, 2025

Recommendation:

In reference to BOA1800210, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1802841
ZBA Submitted Date	2026-01-01
ZBA Hearing Date	2026-03-19
Address	95 Bynner ST 10 Jamaica Plain MA 02130
Parcel ID	1001636000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-5000
Zoning Article	55
Project Description	The project will add a third story to an existing 2.5-story, 3-unit residential structure.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient

Planning Context:

The project is proposed at 95 Bynner Street, Jamaica Plain which connects Huntington Avenue and the Jamaicaway. There are mostly two- and three- residential structures that are 2.5 stories tall on Bynner Street with taller, multifamily structures at each end of the block. The smaller residential structures on the block are closely spaced with deep lots that have driveways on one side for parking in the rear.

The proposed project will convert the structure from 2.5 to 3 stories, removing the existing residential unit in the basement and adding it back in the third story.

Zoning Analysis:

The project is cited for three violations: excessive floor area ratio (FAR), excessive height in stories, and insufficient side yard. The project will increase the FAR from 0.47 to 0.75, above the maximum FAR of 0.6. The height will increase from 2.5 to 3 stories, above the maximum height of 2.5 stories. The 2F-5000 district that includes the subject property stretches south and includes many triple-deckers and a handful of taller multifamily residential structures. This suggests that the zoning is inconsistent with the current built environment and could be updated to allow residential improvements like the one proposed.



The existing side yard is 6.5 feet while the minimum side yard is 10 feet. The increase in the structure's height will increase this nonconformity vertically. The violation is on the narrower side of the property given that the driveway is located on the other side to provide access to the rear of the property. This is consistent with neighboring properties which also have an existing non-conformity for the narrower side yard without the driveway. The proposed improvement will not be injurious to the surrounding neighborhood while allowing the property owner to make a reasonable improvement to the structure.

Plans reviewed "Third Floor Addition" prepared by "Aesthetic Images" dated 10/22/2024.

Recommendation:

In reference to BOA1802841, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1725252
ZBA Submitted Date	2025-05-27
ZBA Hearing Date	2026-03-19
Address	130 Dana AV Hyde Park 02136
Parcel ID	1810291000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Add dormers and make internal improvements to an existing two and a half-story residential building, including a second floor rear addition.
Relief Type	Variance
Violations	Height Excessive (stories) Side Yard Insufficient

Planning Context:

The proposed project is located on a residential block in the Hyde Park Neighborhood. The proponent is seeking relief to perform interior work and renovations on the property that make no changes to the footprint of the house. The proposed addition extends a one-story portion of the house upward to two stories. Other houses on this block predominantly have pitched roofs, with a mix of styles of dormer, or a simplified roof line.

Zoning Analysis:

The proposed project contains two violations, excessive height (stories) and insufficient side yard. As neither the side yard nor the total height in feet of the building are changing, relief is recommended for both of these violations. The proposed project will continue to align with the existing neighborhood fabric, while allowing the property owners to make improvements and upgrades.

Recommendation:

In reference to BOA1725252, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1790093
ZBA Submitted Date	2025-10-20
ZBA Hearing Date	2026-03-19
Address	62 Dunster RD Jamaica Plain 02130
Parcel ID	1901734000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-5000
Zoning Article	55
Project Description	The project will create new finished space in an unfinished basement. No new residential units are proposed.
Relief Type	Variance
Violations	Excessive FAR

Planning Context:

The project is proposed at 62 Dunster Road, Jamaica Plain, a primarily residential area within the neighborhood. Most of the properties on Dunster Road are one or two unit residential dwelling. The project will convert an existing unfinished basement in a two unit residential dwelling into finished space. No exterior changes are proposed. The property is not in an area at risk for future flooding. It is not mapped in a FEMA Flood Hazard Area, nor the Coastal Flood Resilience Overlay District (CFROD).

Zoning Analysis:

The proposed project is cited for excessive floor area ratio (FAR). The newly finished basement will add approximately 1,024 square feet of finished floor area, increasing the FAR from 1.2 to 1.4, above the 0.6 maximum FAR for the district. This project is an example of the limitations of using FAR to regulate the size of a structure. This is because it prevents the owner from making a contextually appropriate improvement within the existing structure that will have no impact on its exterior, nor unit count. Plans reviewed “Proposed Basement Renovation” prepared by “Helios” dated 7/10/2025.

Recommendation:

In reference to BOA1790093, The Planning Department recommends APPROVAL.



Planning Department

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Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1801060
ZBA Submitted Date	2025-11-25
ZBA Hearing Date	2026-03-19
Address	268 Chestnut AVE Jamaica Plain 02130
Parcel ID	1900548000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-5000
Zoning Article	55
Project Description	The project will demolish and rebuild an existing wing of the structure. The new wing will be built within the existing footprint and will slightly increase in height.
Relief Type	Variance
Violations	Rear Yard Insufficient Side Yard Insufficient

Planning Context:

The project is proposed at 268 Chestnut Avenue, Jamaica Plain, a primarily residential area within the neighborhood. Structures in the area are generally 2.5 to 3 stories tall with deep yards and mature trees. The subject structure is located on a corner lot and is set back from both abutting streets. The proposed project will demolish an existing wing on the structure and rebuild it within the same footprint, slightly increasing the height.

Zoning Analysis:

The project is cited for two violations, insufficient side yard and rear yard. The proposed rear yard (opposite Chestnut Ave.) is zero feet, and the proposed side yard (opposite Biltmore Street) is six feet. The rear and side yard requirements in the subdistrict are seven and twenty feet respectively. The rebuilt structure will not increase the existing footprint, but it will increase the height of the wing by approximately two feet. This triggers a violation because it increases the degree of non-conformity vertically within the required side and rear yard. The conditions of the side and rear yard violations are because the property is a corner lot where the structure is set back from both roads.



The proposed addition meets the requirements for zoning relief in Section 7.3 of the Code in that it will not be injurious to neighborhood while allowing the owner to make a reasonable improvement to their structure.

The property is also with the Neighborhood Design Overlay District: Jamaica Plain Neighborhood. Design review is not recommended because the wing of the structure is essentially being replaced in kind. Plans reviewed "Horvath Residence" prepared by "Bruce Miller Architect" dated 10/6/2024.

Recommendation:

In reference to BOA1801060, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1798926
ZBA Submitted Date	2025-11-17
ZBA Hearing Date	2026-03-19
Address	15 Bertson AV West Roxbury 02132
Parcel ID	2008230000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	This project constructs a two-story addition and deck at the rear of an existing home.
Relief Type	Variance
Violations	FAR Excessive Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Side Yard Insufficient

Planning Context:

15 Bertson Ave is a single-unit, 1.5 story building located in a residential area of West Roxbury. Existing floor plans show a storage basement; living space on the first level; and three bedrooms on the second level. The proponent seeks to bump out the foundation on the northwest wing with the goal of expanding the kitchen on the first level and adding a primary bedroom to the second level. Plans also show a proposed deck in the rear yard. The renovated house will remain one unit with no change in height.

Lots in this area appear moderate in size, with varying side yards. The homes along this street generally share a similar character to the subject property. The proposed modifications keep with the established character of the neighborhood and are not expected to negatively impact the surrounding community.

Zoning Analysis:

This proposal has triggered five zoning violations: FAR excessive, lot area and width insufficient, lot frontage insufficient, and side yard insufficient.



The current FAR on this property is 0.36 and the maximum allowed for this lot is 0.4. The new FAR after renovations will be 0.6. Based on the City Assessor's data, two abutting properties have FARs beyond the required maximum. Therefore, the proposed project is not misaligned with existing massing in the neighborhood. This addition increases and enhances the livable space without creating any disruption to the neighborhood context or compromise the minimum open space. This is a clear case for zoning reform where homeowners should be allowed to pursue renovation projects that have minimal impact on the surrounding context. Relief is recommended.

The minimum required lot area in this subdistrict is 6,000 square feet and 60 feet for both lot frontage and width. The lot area at 15 Bertson is 3,200 square feet. Lot frontage and width both measure 38 feet. These are existing nonconformities and relief is recommended.

Side yard setbacks are cited as an additional violation. In this subdistrict, 10 feet are required on both sides. While the home has existing nonconforming side yards of 5 and 6 feet, the proposed deck worsens this by leaving only 1.3 feet to the lot line. However, the abutting home sits nearly 50 feet from the property line. Given this considerable distance between structures, relief is recommended.

Plans reviewed are titled "Ryan Residence 15 Bertson Ave - Boston, Massachusetts", are prepared by Aesthetic Images Architects/Planners, and dated July 11, 2025.

Recommendation:

In reference to BOA1798926, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1800750
ZBA Submitted Date	2025-11-24
ZBA Hearing Date	2026-03-24
Address	12 Maple ST West Roxbury 02132
Parcel ID	2006392000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	This project will convert a single-unit dwelling into two units and build four additional units in the rear, in addition to ten parking spaces.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Side Yard Insufficient Height Excessive (stories) Usable Open Space Insufficient Use Forbidden

Planning Context:

The project at 12 Maple St proposes six units and ten parking spaces on a lot currently hosting a one-unit dwelling. The existing unit will be converted into two units, and four additional units will be constructed in the rear of the home. All six units will accommodate two bedrooms.

This lot sits one lot off Centre Street and transitions into a residential area that features predominantly one-unit dwellings, with the occasional two- and three-unit dwellings. Lots in this area exhibit varying coverage and setbacks.

Homes and lots along this street generally display a range of sizes and characteristics relative to the proposed project. Building heights range from one to 2.5 stories, and side yard setbacks vary from compact to moderate. Most of the project's impact will occur away from street-level view.

The lot is uncharacteristically large for the area, measuring 85 by 180 feet. With a lot area of nearly 16,000 square feet, it is approximately 3-6x as large as abutting lots. While six units on a single lot are not common in this part of West Roxbury, six units on a 16,000-square-foot lot brings the overall density closer in alignment with existing conditions. Furthermore, its proximity to Centre Street further supports this project's density by enabling additional housing near a key transit and commercial corridor.



Zoning Analysis:

This project has received five zoning violations: FAR and height (stories) excessive, side yard and usable open space insufficient, as well as forbidden use.

The FAR maximum for this subdistrict is 0.4 and the proposed FAR for this project is 0.5. Given that the project increases the number of units on a single, unusually large lot from one to six, this represents a modest and reasonable increase in FAR that remains broadly consistent with the scale of development that the site can accommodate. There are several examples of homes that exceed the maximum FAR requirement in the immediate vicinity, such as at 16 Maple St (0.6), 5 Maple St (0.98), and 20 Maple St (0.49). Because the home's FAR would not be out of conformity with surrounding properties and supports five additional dwelling units, relief is recommended.

The height (stories) maximum allowed for this subdistrict is 2.5 but the proposed height for this project is 3 stories. Despite this violation, plans show that the building's façade and outward characteristics are consistent with the appearance of nearby homes that are 2.5 stories. Therefore, the perceived scale of the homes is consistent with the neighborhood context and relief is recommended.

The minimum side yard setback required is 10 feet on both sides. The existing dwelling unit has 5'4" of side yard setback so this is an existing nonconformity. The four additional units that will be built in the rear of the existing home will have a 10' side yard setback. Because of the existing nonconformity and the new construction adhering to side yard regulations, relief is recommended.

Furthermore, this subdistrict requires at least 1,800 sq ft of usable open space per unit and this project provides 1,275 sq ft per unit. Given the lot's immediate proximity to Centre Street, a dense mixed-used commercial corridor where smaller lot sizes and limited private open space are characteristic of the surrounding urban fabric, relief is recommended. The project's close proximity to Billings Field further justifies relief from these requirements.

Multi-family uses are further forbidden in this 1F subdistrict, but relief is recommended for similar reasons provided for open space. The unusually large lot size, combined with the site's location directly adjacent to a commercial corridor, makes it particularly well suited to accommodate additional housing while remaining compatible with the surrounding



neighborhood. Allowing multi-family use in this context would support modest infill housing in a location that is already well served by nearby amenities and transit.

The Planning Department approves this project with a proviso that the number of parking spaces be reduced to no more than eight. The Planning Department further recommends design review to ensure that the new addition and associated parking areas are appropriately screened and buffered from street view. In particular, additional landscaping and plantings should be considered to soften the visual impact of the rear addition and to better screen parking spaces that may be visible from the street. These measures would help ensure the project remains compatible with the residential character of the surrounding neighborhood.

Plans reviewed are titled "12 Maple St West Roxbury MA", are prepared by O'Sullivan Architects, and dated September 26, 2025.

Recommendation:

In reference to BOA1800750, The Planning Department recommends APPROVAL WITH PROVISIO/S: that the number of parking spaces be reduced to no more than eight; and that plans be submitted to the Planning Department for review with attention to appropriate screening and buffering, including landscaping, of the addition and parking areas.

Reviewed,

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Deputy Director of Zoning



Case	BOA1796244
ZBA Submitted Date	2026-02-10
ZBA Hearing Date	2026-03-24
Address	30 Webster ST 18 Hyde Park MA 02136
Parcel ID	1808965000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Convert existing one-unit structure to two units through the addition of dormers, internal renovations, and an exterior egress staircase.
Relief Type	Variance
Violations	NDOD Applicability screening and buffering Parking or Loading Insufficient Lot Area Insufficient Usable Open Space Insufficient FAR Excessive Rear Yard Insufficient Side Yard Insufficient Lot Width Insufficient

Planning Context:

The proposed project intends to convert an existing one-unit residential building to a two-unit residential building. The proposed project makes small alterations to the building footprint, but does not change the front, side, or rear yards through these additions. The proposed project is located in the study area for the Cleary Square Squares + Streets planning and rezoning, which seeks to plan for mixed-use highly accessible areas that can support greater residential and commercial density.

Zoning Analysis:

The proposed project contains eight violations as well as applicability for Design Review based on the Neighborhood Design Overlay District. Two of the violations are related to parking, and the remaining six are dimensional violations.



As for the six dimensional violations, as noted in the Planning Context, the proposed changes do not significantly change the footprint of the structure. Thus, many of the dimensional violations are persistent from the existing condition. The proposed project will continue to align with the existing neighborhood fabric, while allowing the property owners to make improvements and upgrades.

The screening and buffering of parking violation has been cited in error, as there is no parking provided on site to buffer. The remaining parking violation is based on no parking provided on site. The proximity of this project to transit-rich Cleary Square, as well as the availability of street parking directly in front of this property suggest that relief is appropriate for this violation.

Review and analysis based on plans dated October 2025, entitled, "Change of Occupancy and Addition, 30 Webster St, Boston MA 02136."

Recommendation:

In reference to BOA1796244, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to retention of the primary roofline and tower.

Reviewed,

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Deputy Director of Zoning



Case	BOA1802557
ZBA Submitted Date	2025-11-28
ZBA Hearing Date	2026-03-24
Address	21 Tina AV Hyde Park 02136
Parcel ID	1804139000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Construct a new two-unit residential building on a vacant lot.
Relief Type	Variance
Violations	FAR Excessive Parking design and maneuverability Lot Width Insufficient Lot Area Insufficient Lot Frontage Insufficient Front Yard Insufficient Usable Open Space Insufficient Use: Forbidden (Two-Family Residential)

Planning Context:

The proposed project is located on a vacant lot in a residential area of the Hyde Park Neighborhood. Tina Avenue is a private way with no public sidewalks and a narrow road right-of-way. The north side of the street (even numbers) contains predominantly two and a half-story single-family residential structures. The south side of the street (odd numbers) contains a mix of vacant parcels, single-family structures, and two-unit residential buildings. At the corner of Tina Avenue and Oakwood Street, two parcels down from the proposed project, there is a four to six unit apartment building, three stories in height.

Zoning Analysis:

The proposed project contains eight zoning violations. Six of these violations are dimensional, one is related to parking, and one is related to the forbidden use.

Two-family residential is a forbidden use in the 1F-6000 zoning subdistrict. Given the project's proximity to other residential structures varying from one to six units, relief is recommended for



this violation. In light of the housing crisis in Boston, it would be beneficial to add two units where none currently exist.

Parking minimums in the 1F-6000 zoning subdistrict of Hyde Park require a minimum of 2.0 parking spaces per dwelling unit. This project proposes two total parking spaces, one per dwelling unit. 21 Tina Avenue is 0.5 mile from River Street, a major bus corridor through Hyde Park, providing transit opportunities outside of single-occupancy vehicle use. Relief is recommended for the proposed number of parking spaces, but not for the parking design. Planning staff recommend coordination with Urban Design through Design Review to limit the number of entry points for parking into the property. Given the condition of Tina Ave, these entry points do not create curb cuts, and are not subject to review by PIC.

Adjusting the siting of parking may cause further dimensional violations with respect to the side yards to support a driveway. Offset side yard depth is also consistent with properties in the area, in which one side yard is larger than the other to support a driveway, and aligns with nonconformities with the current zoning, identified by the Planning Department's Neighborhood Housing Initiative. Front yard setbacks for the block average around fifteen feet, as proposed in this project, short of the twenty-five required by the Zoning Code.

The violations related to the size of the lot, Lot Area Insufficient, Lot Width Insufficient, and Lot Frontage Insufficient are all contextual with the other parcels on the south side of Tina Avenue. These parcels have an average approximate lot area of 3,600 to 4,800 SF, and an average approximate lot width and lot frontage of 45 feet. The FAR violation follows from the lots being approximately one-half the minimum lot size, resulting in an approximate doubling of the FAR for contextually appropriate structures.

Analysis and recommendation based on plans titled, "New 2-Family Construction."

Recommendation:

In reference to BOA1802557, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to revise parking design and layout.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1819383
ZBA Submitted Date	2026-02-06
ZBA Hearing Date	2026-03-24
Address	28A Ridlon RD Mattapan 02136
Parcel ID	1803590000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Erect a one-unit dwelling on a vacant lot.
Relief Type	Variance
Violations	Parking design and maneuverability

Planning Context:

This proposal represents the third iteration of this project. Its original version was approved by the ZBA on September 12, 2023, with a proviso for BPDA design review. Its second, which amended the project's site plan to show front yard parking, had a Board Final Arbiter denied on February 24, 2026. The most recent project iteration updates the location of the project's proposed parking to the side yard (a conditional requested by Planning Department staff), but otherwise remains unchanged from its original design and scope.

The proposed project is located in an established residential area of Hyde Park, roughly a half-mile from Mattapan Square . Its surrounding context consists almost entirely of two- to three-story residential structures, mostly with one- and two-unit residential uses. Stops for the MBTA's 30 bus route are located within two blocks of the site, and provide service to Mattapan Square and Mattapan station (servicing the red line and eight additional bus routes).

The proposed project seeks to erect a new, two-and-a-half-story, single-unit residential dwelling on the site's currently vacant lot. The scale and design of the structure are appropriate to the area and remain unchanged from the project's original approval. As cited in the BPDA's initial recommendation from the project, the creation of contextually sensitive infill housing aligns with both Neighborhood and City planning goals, as detailed in Housing a Changing City, Boston 2030 (September, 2018) and the Hyde Park Neighborhood Strategic Plan (November, 2011). The project's proposed side yard drive and tandem parking design is contextual to the surrounding area and aligns with prior Planning Department staff guidance on the project.



Zoning Analysis:

The project is cited with a single zoning violation for its off-street parking design. The project proposes side yard tandem parking spaces, accessed through a new drive aisle proposed for the property (drive aisle is ten feet wide, meeting City standards). This parking condition is contextual to the surrounding area (shared by many of its nearby properties) and less invasive than alternative off-street parking designs (such as front yard parking). Accordingly, Planning Department staff deem the project's proposed off-street parking appropriate to the site.

Plans reviewed titled, "Ridlon Road Driveway & Dwelling Offset Plan," prepared by American Engineering & Land Surveys on March 5, 2026.

Recommendation:

In reference to BOA1819383, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1818691
ZBA Submitted Date	2026-02-05
ZBA Hearing Date	2026-03-24
Address	5 to 7 Milton ST 16 Dorchester MA 02124
Parcel ID	1604960000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-6000
Zoning Article	65
Project Description	Construct dormers and rebuild rear decks in order to convert an existing attic to a third unit in an existing two-unit building.
Relief Type	Variance
Violations	Height Excessive (stories) Side Yard Insufficient Forbidden Use

Planning Context:

The proposed project would add dormers to the roof of an existing two-unit residential building to increase the overall unit count from two units to three. In addition, the rear decks will be replaced by decks with egress stairs within the same footprint as the existing structure. The proposed project is well in line with the neighborhood character and its immediate surroundings. These dormers will create an additional unit while maintaining the structure’s existing floor plate. The area is zoned as 2F-6000, and Milton St is primarily composed of single- and two-family residences, with three-family uses being present in many of the redeveloped single-family homes in the area.

The proposed project will be typical of Accessory Dwelling Units, as defined by the ADU guidebook (2025). In particular, this project qualifies as a “Convert your Attic” typology, identified as an appropriate fit on smaller lots, such as the proposed project parcel. The guidebook highlights the planning goals of encouraging growth without disrupting neighborhood character. By incorporating a new dwelling unit into a minimally changed building facade, this project helps to achieve these goals.

Zoning Analysis:

This project proposes a forbidden use: three-family residential. The area is zoned for up to two units. However, three-family residential use is common in this area, with many older single-



family homes on the block having been converted to larger three-family and multi-family residences. The proposed project is of a similar scale and density to nearby existing projects. The building manages to fit a unit above the maximum without creating a structure that stands out from the neighborhood character. The appropriate sizing of the building, combined with the existing three-family context of the neighborhood, points to the suitability of a three-family residential use.

The zoning code requires a minimum side yard setback of 10 feet. This project proposes a west side yard of 8 feet at the front of the property, tapering down to 6.2 feet at the rear of the building. However, this is an existing non-conformity as the width of the building remains the same under the proposed changes. The dormers will not protrude beyond the currently existing building footprint.

The next violation is in regard to height in stories. The proposed dormers would convert this building from 2.5 stories to a full three-story building. The zoning code has a maximum height of 2.5 stories in this district. However, these proposed dormers do not increase the overall height of the building, as their peak is beneath the existing roofline. The proposed addition also falls under the maximum height in feet allowed, pointing to its appropriate fit in the district. The proposed height would be 30 feet, while the zoning code allows for 35 feet. In addition, side dormers of this style are incredibly common in this area, with many similarly sized structures having similar dormers, again reinforcing the fit within the neighborhood context.

Plans reviewed are titled "3rd Floor Addition", created by Studio Sargis and dated 6/16/25.

Recommendation:

In reference to BOA1818691, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1811687
ZBA Submitted Date	2026-01-13
ZBA Hearing Date	2026-03-24
Address	147 Harvard ST Dorchester 02121
Parcel ID	1402657000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	Construct a new four-story building with four new residential units and three surface parking spaces on an existing vacant lot
Relief Type	Variance
Violations	FAR Excessive Front Yard Insufficient Rear Yard Insufficient Height Excessive (ft) Use Forbidden

Planning Context:

A design was previously submitted (9/9/2025) for zoning relief in order to develop the existing vacant lot into a four unit building with four parking spaces. Zoning relief was granted with provisos for design review to reconfigure the parking and increase usable open space on the site. The updated plan set proposes a four unit building with three parking spaces and more permeable land area than the original design.

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

Adding housing near retail and transit corridors is consistent with the planning principles outlined in various plans, including the Boston Housing Strategy 2025 and the Fairmount Indigo Corridor Planning Initiative. The proposed building is in line with the most buildings in the area in terms of massing and unit count, and it is in line with City planning goals related to housing.



Zoning Analysis:

The proposal seeks relief of five zoning violations for use, height, FAR, front and rear yard dimensions.

According to Article 60, Table A Use Regulations for Residential Uses prohibit multifamily dwellings of more than three units in this district. However, the proposed four-story, four unit building design would fit the context of the surrounding mix of uses and small multifamily residential buildings of differing heights. Surrounding building types range from single story commercial to 3.5 story residential.

The proposed design seeks extensions of the zoning relief granted after review of the original plans for excessive FAR, insufficient front and side yards. These dimensional violations were granted relief on the basis that they are safe and consistent with the dimensions on surrounding lots.

The recommendation made on September 9, 2025 according to the previous plans was to approve the design for zoning relief with provisos for design review to increase usable open space from 0 square feet and to reconfigure the parking. Changes were made to the design according to the recommendations from the Planning Department. Therefore, the updated design for 147 Harvard Street is recommended for approval of all zoning violations.

Plans reviewed are titled "147 HARVARD ST PROPOSED 4 UNIT RESIDENTIAL DEVELOPMENT" prepared by Daniel Maclsaac, and dated 11/18/2025.

Recommendation:

In reference to BOA1811687, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1762896
ZBA Submitted Date	2025-08-13
ZBA Hearing Date	2026-03-24
Address	37 Calumet ST Mission Hill 02120
Parcel ID	1000866000
Zoning District & Subdistrict	Mission Hill Neighborhood 3F-2000
Zoning Article	59
Project Description	The project will add a new residential unit to the lower level of the structure converting the use from a three unit to a four unit building.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Front Yard Insufficient Usable Open Space Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Use: Forbidden

Planning Context:

The proposed project is located the top of Calumet Street in Mission Hill near the edge of where the residential part of the neighborhood transitions into the commercial corridor of Tremont Street and Huntington Ave. The residential structures at the top of Calumet Street are 3 to 3.5 stories tall. On the west side of the street, the structures are built into the grade creating a lower level that is above grade in the rear of the property. The project proposes a new residential unit in the lower level. No exterior changes are proposed except one additional egress window. The property is not in an area at risk for future flooding. It is not mapped in a FEMA Flood Hazard Area or the Coastal Flood Resilience Overlay District (CFROD).

Zoning Analysis:

The project is cited for six violations and also violates the use requirements for the subdistrict which do not allow four-unit, multifamily residential uses. The project therefore has 5 violations related specifically to the additional unit which include: forbidden use, excessive floor area ratio (FAR), insufficient lot area, insufficient usable open space, and insufficient off-street parking. The violations for the FAR, minimum lot area, and off-street parking are all existing non-



conformities whereas the use and usable open space are new violations. The applicant reports that the property provides 892 square feet of usable open space on four rear decks. This equals 223 square feet per dwelling unit, below the requirement for approximately 451 square feet per unit. The project is also cited for insufficient front and side yards, both of which are existing dimensional non-conformities that will not change.

Given that the proposed changes are all within the existing structure, the project meets the conditions for a variance in that it will not be injurious to the surrounding neighborhood while allowing the property owner reasonable use of the structure. Plans reviewed "Change of Occupancy." prepared by "Tim Johnson Architect" dated 5/29/25.

Recommendation:

In reference to BOA1762896, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1798824
ZBA Submitted Date	2025-11-17
ZBA Hearing Date	2026-03-24
Address	69 S Huntington AV Jamaica Plain 02130
Parcel ID	1001603000
Zoning District & Subdistrict	Mission Hill Neighborhood RH
Zoning Article	59
Project Description	The project will add a new unit in the lower level of the building increasing the unit count from three to four.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient

Planning Context:

The proposed project is located within a three-unit residential row home on South Huntington Avenue in Jamaica Plain, immediately adjacent to the Emerald Necklace. This section of S. Huntington is almost entirely row homes that are three stories tall with three units or more, however, there are examples of much taller multi-family residential to the north and south of the project.

The project will renovate the lower level of the structure which is accessible from Penny Lane at the rear of the property. No exterior changes are proposed except the relocation of an exterior door and four windows. Located at 69 S. Huntington Ave., the project appears to be submitted in unison with 71 S. Huntington Ave. which shares the north wall with the property. Both projects are proposing the same improvement and are cited for the same violations. The property is not in an area at risk for future flooding. It is not mapped in a FEMA Flood Hazard Area or the Coastal Flood Resilience Overlay District (CFROD).

Zoning Analysis:

The project is cited for four violations: insufficient off-street parking, insufficient additional lot area, excessive floor area ratio (FAR), and insufficient usable open space. Article 59 Table J requires one parking space per dwelling unit. There is no off-street parking proposed because



the lot coverage of row homes makes it infeasible to meet this requirement. The existing lot area of 1,925 square feet is also below the requirement for a minimum lot area of 2,800 square feet. The lots on the subject block are approximately 1,800 to 1,900 square feet meaning that many are above this minimum. The FAR will increase from 1.96 to 2.55, above the maximum of 1.0. For these three violations, the subject lot and neighboring row homes share similar violations that suggest a need for zoning reform to fit the existing built environment.

The existing building has rear decks for the units on the upper stories however, the project will not create usable open space for the new unit. The plans do not show the amount of existing usable open space. The small size of the lot makes it challenging for the proponent to meet this requirement. Additionally, the projects proximity to the Emerald Necklace means that there is ample open space nearby. The proposed unit is very similar to others on the block and while usable on-site open space is important to provide, a variance is appropriate to allow the property owner reasonable use of their building while furthering the City's goals for housing.

The project falls within a Greenbelt Protection Overlay District and Parks Design Review under Ordinance 7.4-11, however, the limited exterior changes proposed mean that these additional reviews are not triggered. Plans reviewed "New Unit in Existing Three Family" prepared by "Lighthouse Architecture" dated 09/11/2025.

Recommendation:

In reference to BOA1798824, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1798829
ZBA Submitted Date	2025-11-17
ZBA Hearing Date	2026-03-24
Address	71 S Huntington AV Jamaica Plain 02130
Parcel ID	1001604000
Zoning District & Subdistrict	Mission Hill Neighborhood RH
Zoning Article	59
Project Description	The project will add a new unit in the lower level of the building increasing the total unit count from three to four.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient

Planning Context:

The proposed project is located within a three-unit residential row home on South Huntington Avenue in Jamaica Plain, immediately adjacent to the Emerald Necklace. This section of S. Huntington is almost entirely row homes that are three stories tall with three units or more, however, there are examples of much taller multi-family residential to the north and south of the project.

The project will renovate the lower level of the structure which is accessible from Penny Lane at the rear of the property. No exterior changes are proposed except the relocation of an exterior door and four windows. Located at 71 S. Huntington Ave., the project appears to be submitted in unison with 69 S. Huntington Ave. which shares the north wall with the property. Both projects are proposing the same improvement and are cited for the same violations. The property is not in an area at risk for future flooding. It is not mapped in a FEMA Flood Hazard Area or the Coastal Flood Resilience Overlay District (CFROD).

Zoning Analysis:

The project is cited for four violations: insufficient off-street parking, insufficient additional lot area, excessive floor area ratio (FAR), and insufficient usable open space. Article 59 Table J requires one parking space per dwelling unit. There is no off-street parking proposed because



the lot coverage of row homes makes it infeasible to meet this requirement. The existing lot area of 1,925 square feet is also below the requirement for a minimum lot area of 2,800 square feet. The lots on the subject block are approximately 1,800 to 1,900 square feet meaning that many are above this minimum. The FAR will increase from 1.96 to 2.55, above the maximum of 1.0. For these three violations, the subject lot and neighboring row homes share similar violations that suggest a need for zoning reform to fit the existing built environment.

The existing building has rear decks for the units on the upper stories however, the project will not create usable open space for the new unit. The plans do not show the amount of existing usable open space. The small size of the lot makes it challenging for the proponent to meet this requirement. Additionally, the projects proximity to the Emerald Necklace means that there is ample open space nearby. The proposed unit is very similar to others on the block and while usable on-site open space is important to provide, a variance is appropriate to allow the property owner reasonable use of their building while furthering the City's goals for housing.

The project falls within a Greenbelt Protection Overlay District and Parks Design Review under Ordinance 7.4-11, however, the limited exterior changes proposed mean that these additional reviews are not triggered. Plans reviewed "New Unit in Existing Three Family" prepared by "Lighthouse Architecture" dated 09/11/2025.

Recommendation:

In reference to BOA1798829, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1800066
ZBA Submitted Date	2025-11-21
ZBA Hearing Date	2026-03-24
Address	428 to 434 Massachusetts AV Roxbury 02118
Parcel ID	0900728000
Zoning District & Subdistrict	South End Neighborhood CC
Zoning Article	64
Project Description	The project would add a Live Entertainment after 10:30 PM use to an existing restaurant.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The proposed project would be adding live entertainment after 10:30 PM to an existing restaurant on the ground floor of a residential building. Slight interior adjustments will be done to accommodate the live entertainment. The surrounding context is mostly residential with a variety of ground floor active uses.

Zoning Analysis:

Live Entertainment after 10:30 PM is a conditional use in the South End Community Commercial Subdistrict. The proposed would be fully within the existing footprint, not create or worsen any zoning violations and also meet the outlined conditions of Section 6-3 to be recommended for a conditional use permit.

“SRV Restaurant” Drawn by RODE Architects Dated November 3rd, 2025

Recommendation:

In reference to BOA1800066, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1789913
ZBA Submitted Date	2025-10-20
ZBA Hearing Date	2026-03-24
Address	81 to 85A L ST South Boston 02127
Parcel ID	0602373000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Expand and add a takeout component to an existing restaurant and replace existing dry cleaner and fish retail establishments with a new professional office.
Relief Type	Variance, Conditional Use
Violations	Parking or Loading Insufficient Conditional Use (Professional Office); Conditional Use (Take Out Restaurant); Extension of Nonconforming Use

Planning Context:

The proposed project sits along South Boston's L Street corridor, one block South of East Broadway. Its surroundings consist of a mix of one- to three-story structures, occupied by a variety of ground-floor commercial uses along L Street and varied single- to multi-unit residential uses on upper stories and along surrounding cross-streets. The site is transit accessible with stops for the MBTA's 7, 9, and 10 bus routes within a 400 foot walk.

The project site is occupied by an existing one-story commercial structure, currently home to a restaurant (Petula's), fish store, and dry cleaners. The site does not have any existing off-street parking. The proposed project seeks to legalize the restaurant's existing takeout component and expand its footprint into space currently occupied by the dry cleaners. The building's remaining space is proposed to be fit out for a professional office. No exterior alterations to the existing structure are proposed by the project.

This scope aligns with the stated purpose of the site's zoning, "to encourage medium-density multifamily areas with... ground floor retail and commercial uses" (Section 68-9, 2014). It is also supported by Imagine Boston 2030's core economic development goal of encouraging citywide job and small business growth (2018).



Zoning Analysis:

The takeout component of the site's restaurant use is an existing condition, requiring a conditional use permit to be legalized. Its proposed expansion (into already existing square footage) represents an extension of a nonconforming use, and too requires a conditional use permit. Restaurants with takeout components are the most common commercial land use across the project's surroundings and South Boston, more broadly. Considering that, as well as the fact that the restaurant is already existing with a takeout component in operation, the use and expansion are deemed appropriate to the site.

The project's proposed professional office use falls into a similar bucket as above. Despite representing the second most common commercial land use in the neighborhood, it too requires a conditional use permit to move forward. Because of the aforementioned context, the office use's impacts on the surrounding area will be minimal.

The project's insufficient parking violation is triggered by the proposed restaurant expansion. Off-street parking requirements for restaurant uses in South Boston are determined by the number of seats that an establishment has (0.3 off-street parking spaces required per seat). Because the project's proposed expansion roughly doubles its existing seating, its parking requirement is also doubled. The result is a parking requirement of roughly 29 spaces (93 seats proposed). The project site is located in a dense urban environment and does not have existing off-street parking. This zero-parking condition is one that aligns with the vast majority of the site's surrounding properties, and is proposed to remain. This is appropriate for the site given that it is transit accessible and already accommodating significant foot traffic. Additionally, it's worth noting that meeting such parking requirement would necessitate the complete demolition of both the existing structure and the rest of its block.

Zoning reform is needed in South Boston to relax commercial land use allowances and remove (or substantially reduce) parking minimums for commercial land uses, so as to better align the neighborhood's rules with its existing built context of small businesses.

Plans reviewed titled, "Petulas, 81 L Street, Boston, MA," prepared by Luciano Architecture on May 22, 2025.

Recommendation:

In reference to BOA1789913, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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

Deputy Director of Zoning



Case	BOA1782125
ZBA Submitted Date	2025-09-23
ZBA Hearing Date	2026-03-24
Address	58 Chandler ST Boston 02116
Parcel ID	0500996000
Zoning District & Subdistrict	South End Neighborhood MFR
Zoning Article	64
Project Description	This project proposes to renovate the existing building located at 58 Chandler Street from four dwelling units to two dwelling units, adding a cantilever rear balcony, expanding and renovating the existing roof deck, and installing a new rear, perimeter yard retaining fence and retaining wall.
Relief Type	Conditional Use
Violations	GCOD Applicability Rear Yard Encroachment

Planning Context:

The existing four-unit rowhouse is within the South End Landmark District, less than half a mile from the Back Bay MBTA Orange Line Station. The surrounding area includes a consistent building typology of two- to six-unit rowhouse buildings of similar size and scale, the majority of which also include rear Juliet or full balconies and rooftop balconies.

The proposed renovation includes interior remodel from four to two units; expansion of the rooftop deck including a new hatch, bulkhead skylight, and rooftop condenser; a new rear, second-floor balcony; a new rear yard perimeter fence; and in kind facade repairs.

This parcel is located in both the Coastal Flooding Resilience (CFROD) and the Groundwater Conservation (GCOD) overlay districts, as well as Restricted Parking and Restricted Roof districts. The project does not propose to create new livable floorspace, therefore is not subject to CFROD review; however, the project will be subject to review by the South End Landmark District Commission (SELDC) and the Boston Water and Sewer Commission (BWSC).

Zoning Analysis:

The subject property was cited based on Articles 64 and 32 of the zoning code.



Art. 64, Sec. 9.4: "Any Proposed Project that otherwise meets the applicable use and dimensional requirements of this Article shall be conditional if such Proposed Project involves the extension of a Town House or Row House into a rear yard, where such extension...involves the addition of a porch or balcony, other than a roof deck, above the first story." The proposed second-floor, rear balcony will extend six feet into the existing rear yard. The existing rear yard is approximately 15 feet deep, less than the required 20-foot rear yard depth, but is an existing condition. The proposed balcony, while slightly larger than some adjacent balconies, is not expected to cause any negative impacts to light, air, or drainage of adjacent units and Landmarks review will be required, allowing review of balcony materials and design.

Art. 32, Sec. 4: The project is cited for GCOD applicability, pursuant to Section 32-4 due to substantial rehabilitation. Consequently, the project is subject to GCOD review by the Boston Water and Sewer Commission.

Plans reviewed are titled "Residences at Chandler Street," prepared by Pitman and Wardley Associates LLC Architecture & Design, and dated September 2025.

Recommendation:

In reference to BOA1782125, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1764267
ZBA Submitted Date	2025-08-15
ZBA Hearing Date	2026-03-24
Address	11 Elko ST Brighton 02135
Parcel ID	2202331000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	Change the use of an existing property from three (3) dwelling units to ten (10) total units by restoring the existing structure to a three-family configuration and constructing a new four-story, seven-unit addition at the rear. The addition will be connected to the existing building via a breezeway and will include elevator access and six (6) covered off-street parking spaces, per updated plans submitted.
Relief Type	Variance
Violations	Forbidden use FAR Excessive Height Excessive (stories) Height Excessive Parking design and maneuverability Insufficient Off-Street Parking

Planning Context:

11 Elko Street is situated on a residential block with a mix of single-family, two-family, and three-family homes, along with a larger apartment complex located directly across the street. The immediate streetscape is characterized by 2–3 story wood-frame buildings with traditional residential massing, porches, and consistent setbacks, while the presence of the larger complex introduces a broader range of housing scales in the surrounding area.

The property is also located within the Neighborhood Design Overlay District (NDOD), an area where maintaining compatibility with the neighborhood’s established architectural character and pedestrian-oriented environment is a key design priority. New development on this block must therefore respond to both the smaller-scale homes on either side and the larger multifamily buildings nearby.

Zoning Analysis:



The proposed change of use from three units to ten units, along with the construction of a new four-story rear addition connected by a breezeway, requires zoning relief for the following reasons:

Article 51, Section 8 – Use Regulations (Use Forbidden): The property is located in the 2F-5000 Residential Subdistrict, where the zoning code allows one, two, and three-family dwellings. Multifamily residential use is a forbidden use under Table A. The proposal seeks a total of ten dwelling units, including a seven-unit rear addition. Under Article 79, residential projects that create seven or more units must comply with the City’s Inclusionary Zoning (IZ) requirements, including the provision of affordable housing through on-site units, off-site units, or a monetary contribution, subject to review and approval by the BPDA.

Article 51, Section 9 – Floor Area Ratio Excessive: The district permits a maximum FAR of 0.6. The proposed development results in an FAR of approximately 1.21, exceeding the allowable limit.

Article 51, Section 9 – Maximum Height and Stories Exceeded: The zoning district permits a maximum building height of 35 feet and limits the number of stories accordingly. The proposed addition reaches a height of approximately 39 feet and includes an additional story beyond the permitted maximum. While the existing three-family structure will remain, the new rear addition introduces greater vertical massing that exceeds the dimensional standards, variances for both building height and number of stories are required.

Article 51, Section 56 – Off-Street Parking Requirements: The code requires 1.75 parking spaces per dwelling unit in this district, resulting in a requirement of 17–18 spaces for a ten-unit building. The proposal provides six spaces beneath the addition. ISD identified noncompliance with required maneuvering and parking design standards. The project requires variances for insufficient parking and parking layout/design.

The plans, titled 11 Elko Street, Interior Preservation and Residential Addition, dated December 12, 2025, propose restoring the early-1900s three-family structure and constructing a new four-story, seven-unit addition at the rear of the lot. This design approach responds to public feedback by preserving the historic streetscape and locating new massing toward the rear of a larger-than-typical lot. While the proposal triggers several areas of zoning relief, the configuration illustrates an effort to balance increased housing opportunity with neighborhood



character and to direct new development away from the public way and shows why zoning reform is necessary.

Recommendation:

In reference to BOA1764267, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review due to its location within the NDOD.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1766278
ZBA Submitted Date	2025-08-20
ZBA Hearing Date	2026-03-24
Address	2195 Dorchester AVE Dorchester 02124
Parcel ID	1704106000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-D-300
Zoning Article	65
Project Description	Subdivide lot into two lots. This ZBA is for the subdivided lot with the already existing building. No changes will be made to this structure.
Relief Type	Variance
Violations	Side Yard Insufficient Usable Open Space Insufficient Parking or Loading Insufficient

Planning Context:

The proposed project would subdivide the existing lot into two separate lots. On the northern proposed lot, there is an existing residential building that will see no material changes to the structure. This refusal is a byproduct of the subdivision; as the overall square footage of the lot is split, the existing structure will fall out of compliance with the zoning code.

The proposed size of the subdivided lots are typical for the neighborhood and this specific area. Triple-deckers on rectangular lots are extremely common. The proposed project resembles a triple decker with the third floor masked by dormers. The existing lot is currently out of proportion to the surrounding parcels. The typical lot size in this area is around 4000 SF while the new subdivision would create two parcels of around 3200 SF. While some parcels within the project block are regular, the block shape—created by the confluence of three streets with drastic grade changes—means that most of the lots do not follow the typical rectangular shape seen throughout the city. The proposed project is a response to these pressures and helps to create a building that fits both the neighborhood character and the unique topography of the area. The proposed project parcel is almost twice the width and half the length of the typical parcel for this area. By subdividing the parcels, a new building will be able to be constructed on a lot that is just under the typical lot size for the area.



The proposed project lot is almost twice the width and half the length of the typical parcel for this area. The existing building is in scale with neighborhood character, as is the new proposed parcel size. These factors point to the potential need for zoning reform, as these buildings fall into the triple-decker typology which the 3F-D zoning was crafted to encourage.

Zoning Analysis:

The proposed project triggers three zoning violations, even though there is no change being made to the existing structure. These are the resulting violations from the proposed subdivision of the existing parcel. The first violation is in regard to the side yard setback. The zoning requires a side yard setback of 5 feet, while the proposed subdivision would leave this building with a 1.9-foot setback.

This side yard is typical for the area. Small or nonexistent side yards are common in this part of Dorchester. Most parcels on this block have the building set closer to one side boundary than the other to allow for a potential tandem driveway. While this project is not proposing tandem parking, the lots share a rear driveway that leads to parking for each of the individual buildings. By utilizing this shared driveway, the proposed project can consolidate what would be two drive lanes into one, allowing for better use of the remaining parcels while also matching the existing neighborhood character.

The next violation is in regard to usable open space on the property. The zoning code requires 300 square feet of open space per dwelling unit, while the project is proposing a ratio of 182 square feet per dwelling unit. This is also in line with neighborhood character. Small and irregular lots are common in this area, with structures conforming to the parcel. Small front yards with no rear yard or significant side setbacks are common in this area. In addition, the consolidation of the parking for two buildings on one drive lane helps to further consolidate the paved space for the parcel and maximize the open space. Furthermore, this project is located directly across the street from Dorchester Park, the largest park in Lower Dorchester.

The final violation is in regard to parking. The zoning code requires a parking ratio of 1.0 spaces per unit, or 3 spaces. The proposed project would have 1 parking space; however, this represents no change from the existing parking situation on the property. There will be no change in parking or in unit count. This is an existing non-conformity that is not being affected by the subdivision of the parcel. While this is a violation, BTM parking guidelines have



highlighted this as an area that contextually makes sense for a required parking ratio of 0 to 0.75. This project provides above that 0-space minimum; therefore, a variance is recommended.

Plans reviewed titled "2195 Dorchester Ave" created by Fodera Engineering and dated 7/28/25.

Recommendation:

In reference to BOA1766278, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1766286
ZBA Submitted Date	2025-08-20
ZBA Hearing Date	2026-03-24
Address	2197 to 2199 Dorchester AV Dorchester 02124
Parcel ID	1704106000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-D-3000
Zoning Article	65
Project Description	Construct a new 2.5-story, 3-unit residential building.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Parking or Loading Insufficient Usable Open Space Insufficient Traffic Visibility Across Corner

Planning Context:

The proposed project would subdivide the existing lot into two separate lots. On the northern proposed lot, there is an existing residential building that will see no material changes to the structure. This refusal is a product of the new building and the variances are created by the new construction on the second, newly-created lot.

The proposed size of the subdivided lot are typical for the neighborhood and this specific area. Triple-deckers on rectangular lots are extremely common. The proposed project resembles a triple decker with the third floor masked by dormers. The existing lot is currently out of proportion to the surrounding parcels. The typical lot size in this area is around 4000 SF while the new subdivision would create two parcels of around 3200 SF. While some parcels within the project block are regular, the block shape—created by the confluence of three streets with drastic grade changes—means that most of the lots do not follow the typical rectangular shape seen throughout the city. The proposed project is a response to these pressures and helps to create a building that fits both the neighborhood character and the unique topography of the area.

The proposed project parcel is almost twice the width of the typical parcel for this area. By subdividing the parcels, a new building will be able to be constructed. While it will trigger new violations the violations are in line with neighborhood character and design, such as the



violation for insufficient side yard depth which is common for the area. This reflects an overall disconnect between the zoning code and the build reality of the area.

The new building is in scale with neighborhood character, as is the new proposed parcel size. These factors point to the potential need for zoning reform, as these buildings closely resemble triple-decker typology which the 3F-D zoning was crafted to encourage.

Zoning Analysis:

The first violation is in regard to the side yard setback. The zoning requires a side yard setback of 5 feet, while the project proposes a 1.9-foot setback on the northern side yard and a 3 foot setback on the southern "side" yard.

With that context, the project is typical for the area. Small or nonexistent side yards are common in this part of Dorchester. Most parcels on this block have the building set closer to one side boundary than the other to allow for a potential tandem driveway. While this project is not proposing tandem parking, the lots share a rear driveway that leads to parking for each of the individual buildings. By utilizing this shared driveway, the proposed project can consolidate what would be two drive lanes into one, allowing for better use of the remaining parcels while also matching the existing neighborhood character.

The Next Violation, Excessive FAR, fits into the same context as the previously discussed violations. This area is only zoned for an FAR of 1.3. The proposed project would have an FAR of 1.5 This area is defined by the triple-decker, which has an FAR closer to or above 1.5 in many cases. This project matches the typology of a triple decker while masking the third story with dormers, something very typical for the area. This standard set by the code does not match the built reality, as this level of density is already common in the area.

The next violation is in regard to usable open space on the property. The zoning code requires 300 square feet of open space per dwelling unit, while the project is proposing a ratio of 166 square feet per dwelling unit. This is also in line with neighborhood character. Small and irregular lots are common in this area, with structures conforming to the parcel. Small front yards with no rear yard or significant side setbacks are common in this area. In addition, the consolidation of the parking for two buildings on one drive lane helps to further consolidate the paved space for the parcel and maximize the open space. Furthermore, this project is located directly across the street from Dorchester Park, the largest park in Lower Dorchester.



The final violation is in regard to parking. The zoning code requires a parking ratio of 1.0 spaces per unit, or 3 spaces. The proposed project would have 2 parking spaces. While this is a violation, BTD parking guidelines have highlighted this as an area that contextually makes sense for a required parking ratio of 0 to 0.75. This project provides above that 0-space minimum; therefore, a variance is recommended.

As the project is within 100 Feet of Dorchester Park, the project is subject to parks design review as per ordinance 7.4-11.

Plans reviewed titled "2197-2199 Dorchester Ave" created by Hue Architecture and dated 7/9/25.

Recommendation:

In reference to BOA1766286, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans shall be submitted to the Department of Parks and Recreation for review.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1818413
ZBA Submitted Date	2026-02-09
ZBA Hearing Date	2026-03-24
Address	175 Heath ST 10 Mission Hill MA 02130
Parcel ID	1001512000
Zoning District & Subdistrict	Mission Hill Neighborhood LI
Zoning Article	59
Project Description	Change use from one to two units. Extend living area of Unit 1 into basement; extend living area of Unit 2 into attic; and create a second means of egress for the second floor.
Relief Type	Variance, Forbidden Use
Violations	Parking or Loading Insufficient Use: Forbidden

Planning Context:

The surrounding area is characterized almost entirely by residential use including examples of one, two, three, and multifamily dwellings, including the Boston Housing Authority’s Mildred Hailey development located directly across the street from the site.

The property is well served by transit. The site is located approximately 0.4 miles from the Jackson Square station and approximately 0.5 miles from the Heath Street station. In addition, an MBTA bus route 14 stop is located directly in front of the property.

In addition to the proposed change of use, the proposal also includes interior and structural modifications to the existing building, including expansion of living space into the basement and attic levels, and the creation of a second means of egress. While the proposed project would not expand the building footprint nor increase total building height, it would alter the roofline by eliminating two dormers and decreasing the pitch of both sides of the existing gable. In addition, the proposed design introduces a windowless street-facing facade. These changes raise design considerations related to the building’s relationship to the public realm.

Zoning Analysis:

This proposal requires relief for use and off-street parking. Under Article 59, Table C, residential uses, including the proposed two-family dwelling, are a forbidden use within the Local Industrial subdistrict. The applicant proposes to change the legal use from a one-family dwelling to a two-



family dwelling, which therefore requires zoning relief for use. As noted above, while residential uses are not permitted under this zoning designation, the surrounding area is largely characterized by residential buildings, including multifamily housing located across the street from the site.

The second violation concerns off-street parking. Under Article 59 Table K, two off-street parking spaces are required for the proposed use. The project does not provide off-street parking spaces and therefore requires zoning relief for insufficient off-street parking. Given the site's proximity to multiple MBTA stations and bus service, as well as the surrounding residential context, zoning relief for parking is appropriate and consistent with Boston Transportation Guidelines that encourage transit use and reduced reliance on private vehicles.

This analysis is based on plans prepared by Kritikos Architects titled "Renovations – 2 Family Conversion, 175 Heath Street, Jamaica Plain, MA" dated March 12th, 2026.

Recommendation:

In reference to BOA1818413, The Planning Department recommends APPROVAL W/ PROVISIO that plans be submitted to the Planning Department for review with attention to activating the street-facing facade.

Reviewed,

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Deputy Director of Zoning



Case	BOA1804978
ZBA Submitted Date	2025-12-09
ZBA Hearing Date	2026-03-24
Address	720A to 720 Shawmut AV Roxbury 02119
Parcel ID	0902132000
Zoning District & Subdistrict	Roxbury Neighborhood Dudley Square EDA
Zoning Article	50
Project Description	Change the ground floor use from a meeting hall to a restaurant and a bar.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The proposed project would change the ground floor use of an existing building from meeting hall space to a restaurant with a bar. This use would be only on the ground floor with the existing apartments above to remain.. Work to accommodate this use change will be completed within the footprint of the building .The surrounding context is mostly residential with intermittent active uses on the ground floors of buildings.

Zoning Analysis:

A bar is a conditional use in the Dudley Square Economic Development Area. The proposed bar does not create or worsen violations to the zoning code. It will be within the footprint of the building, in line with various active ground floor uses seen in the immediate area and meets the outlined conditions of Section 6-3 to be recommended for a conditional use permit.

“Levi Samedi” Drawn by David A. Kinsella with no date indicated

Recommendation:

In reference to BOA1804978, The Planning Department recommends APPROVAL.



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Reviewed,

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Deputy Director of Zoning



Case	BOA1777336
ZBA Submitted Date	2025-09-22
ZBA Hearing Date	2026-03-24
Address	508 Columbus AV Roxbury 02118
Parcel ID	0402686000
Zoning District & Subdistrict	South End Neighborhood MFR/LS
Zoning Article	64
Project Description	This project proposes a rear addition to the street level and first floor of an existing residential building located at 508 Columbus Ave to increase the living space of Unit 1.
Relief Type	Conditional Use, Variance
Violations	FAR Excessive Rear Yard Encroachment

Planning Context:

508 Columbus Ave is a five-story condominium rowhouse located within the South End neighborhood, less than half a mile from the Massachusetts Avenue MBTA Station. The surrounding area includes a consistent building typology of four- to seven-unit rowhouse buildings of similar size and scale, with some mixed use at corners and adjacent blocks. The subject property backs up to the rear yards (surface parking) of neighboring properties fronting Concord Square, the street perpendicular to Columbus Ave, and a public alley.

The proposed project consists of expanding the livable floor area of the existing Unit 1 by extending a portion of the rear wall towards the rear property line. The addition of 36 square feet to each the street level and first floor will take the place of approximately half of the existing deck/balcony.

This parcel is located in the Groundwater Conservation Overlay District (GCOD) and South End Landmark District, as well as Restricted Parking and Restricted Roof districts. The project does not require South End Landmark District Commission (SELDC) review as the work does not directly face a public street or avenue nor does the proposed addition increase the Lot Area covered by the Ground Floor above the GCOD applicability threshold to require Boston Water and Sewer Commission (BWSC) review.

Zoning Analysis:



The subject property was cited by ISD for noncompliance with Article 64, Section 1, for extension of a nonconforming use. This section of the Boston Zoning Code cited by ISD is the Statement of Purpose, Goals, and Objectives, but does not provide design criteria. Planning Staff identified that this project is in violation of Section 9.1 and shall be considered a conditional use based on Section 9.4 of Article 64, as described below.

Art. 64, Sec. 9: The proposed extensions of livable floor area distributed between two floors increase the overall floor area ratio of the building from 2.79 to 2.82, above the allowed maximum of 2.0. The additions also extend the building into the rear yard, increasing the gross floor area by more than 50 square feet and requiring that the use be conditionally approved. Staff recommend approval of this FAR variance and approval of the conditional use given that the addition will not negatively impact adjacent land or units and takes the place of existing deck/balcony.

Plans reviewed are titled "Mullin-Kelly Residence," prepared by Kennard Architects, and dated August 2025.

Recommendation:

In reference to BOA1777336, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1817492
ZBA Submitted Date	2026-01-03
ZBA Hearing Date	2026-03-24
Address	107 to 111 Brooks ST 01 East Boston MA 02128
Parcel ID	0106646000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	Change the use of an existing building from six dwelling units and one commercial unit to an eight-unit multifamily residential building through internal renovations and vertical additions that extend the building's existing three-story condition from the front portion of the structure through the middle and rear elevations, resulting in a consistent three-story massing across the building.
Relief Type	Variance, Conditional Use
Violations	Extension of Nonconforming Use Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Building Lot Coverage Excessive Building Floor Plate Excessive Off Street Parking Parking or Loading Insufficient

Planning Context:

The proposed project at 107–111 Brooks Street redevelops an existing mixed-use building by changing its use from six dwelling units and one commercial unit to an eight-unit multifamily residential building. The work includes interior reconfiguration and reconstruction, together with vertical additions at the middle and rear portions of the structure, extending the existing three-story form across the full building and resulting in a consistent three-story massing.

The lot is located on a predominantly residential block defined primarily by three-unit buildings, with additional four- to six-unit multifamily structures nearby. Mixed-use buildings occur more selectively along Saratoga Street and at nearby intersections.

The lot is larger than surrounding lots, measuring 50 feet in width by 100 feet in depth and containing 5,000 square feet of lot area. Nearby lots range from 1,250 to 1,750 square feet and are generally narrow and rectangular in configuration. Buildings are sited close to the front lot



line and extend deep into their parcels, resulting in limited side yard setbacks and rear yard areas that provide the primary open space.

Zoning Analysis:

The proposal received citations for extension of a nonconforming use; excessive lot coverage; insufficient front yard setback; insufficient side yard setback; insufficient rear yard setback; excessive building depth; excessive floor plate area; and insufficient parking.

The existing building contains six dwelling units and one commercial unit, although the refusal letter also cites an existing legal use of seven dwelling units and one commercial unit. The proposal would convert the property to a fully residential eight-unit multifamily building. Under the East Boston zoning adopted in 2024, only 6 units are allowed in the EBR-3 district, and commercial uses are limited to corner buildings. While the zoning does not allow for the construction of new eight-unit buildings, the addition and adaptive reuse of this project into an all-residential building is well aligned with the land use of the area and will have minimal disruption to the existing structure and neighboring uses.

With respect to the cited front yard, the submitted plans show an existing nonconforming setback of 0.2 feet. Article 53, Table F requires a front yard setback of 3 to 5 feet in the EBR-3 subdistrict. The proposal consists of the adaptive reuse of the existing structure within the existing building footprint. Accordingly, the proposal maintains the existing front yard condition and does not increase the degree of nonconformity. As such, the proposal is consistent with Section 53-30, which permits alterations to nonconforming structures where the nonconformity is not increased, in connection with the proposed eight-dwelling-unit configuration.

With respect to the cited side yards, the proposal demonstrates compliant dimensions on both sides of the building. The left side yard ranges from approximately 3.05 feet at the front to 5.75 feet at the rear, while the right side yard measures approximately 5 feet at its minimum. Under Article 53, Table F, the minimum required side yard setback in the EBR-3 subdistrict is 3 feet. Because both side yard setbacks meet or exceed that requirement, the citation appears to have been issued in error.

With respect to the cited rear yard, the proposal introduces a 9.5-foot rear yard where no rear yard currently exists. Article 53, Table F requires a rear yard setback equal to one-third of the lot depth, or 33.4 feet. Although the proposed rear yard remains nonconforming to that requirement, it improves the existing condition by creating rear yard separation and thereby reducing the degree of nonconformity. As such, the proposal is consistent with Section 53-30, while maintaining the building depth necessary to accommodate the proposed eight-dwelling-unit configuration.

With respect to the cited maximum building depth, the submitted plans indicate a proposed building depth of approximately 90 feet, 4 inches. Article 53, Table F permits a maximum building depth of 70 feet in the EBR-3 subdistrict. Although the proposed building depth remains greater than the permitted maximum, it reduces the existing nonconforming condition. As such,

BOA1817492

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the proposal is consistent with Section 53-30, while maintaining the building depth necessary to accommodate the proposed dwelling units at the rear.

With respect to the cited maximum floor plate area, the proposed plans indicate a floor plate area of approximately 3,300 square feet, whereas Article 53, Table F permits a maximum of 3,000 square feet in the EBR-3 subdistrict. Although the proposed floor plate remains nonconforming, the plans show an improvement in floor plate area through reductions at the rear and sides of the building. Accordingly, the proposal appears consistent with Section 53-30, while improving the floor plate area in connection with the vertical addition.

With respect to the off-street parking citation, Article 53, Table L requires one off-street parking space per dwelling unit for buildings containing four or more dwelling units in the East Boston Neighborhood District. While the proposal does not comply with this requirement, building any off street parking would require demolition of the existing historic building.

Given that the project is adaptively reusing an existing structure, is building within the existing footprint of the structure and reducing the degree of non-conformity of many dimensional requirements, and represents an appropriate conversion to all residential use in this zoning district, the Planning Department recommends approval.

The reviewed plans, titled "107–111 Brooks St., Boston, MA," were prepared by David Choi Architect and dated February 7, 2025.

Recommendation:

In reference to BOA1817492, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1776341
ZBA Submitted Date	2025-09-17
ZBA Hearing Date	2026-03-24
Address	19 Bodwell ST Dorchester 02125
Parcel ID	1502440000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-6000
Zoning Article	65
Project Description	Document and legalize existing side yard awning and rear yard deck extension.
Relief Type	Variance
Violations	Height Excessive (ft) Rear Yard Insufficient Side Yard Insufficient Accessory Bldg in Rear Yard

Planning Context:

This case was deferred from the January 22, 2026 meeting. No changes have been made to the plans. Therefore, the Planning Department recommendation stays the same.

The project site is on the edge of Upham's Corner and Grove Hall Areas, steps from retail and services on Columbia Road. The proposed project aims to legalize the existing rear and side yard additions. This renovation project and legalization have no impact on the physical urban landscape of the area.

Zoning Analysis:

The proposed project's construction has already been completed, but the legalization of the accessory structures trigger multiple zoning violations according to dimensional requirements. The dimensional violations for this project pre-date any new construction or renovation because the residential building, including its deck structure are all a part of the existing footprint. The yard sizes, height, garage and outdoor area are contextual for residential properties in this area. Additionally, the deck was flagged for being within eight feet of the principal structure. However, this is a completely sensible location for a deck, and this is a location that does not increase the footprint of the existing structure.



While building code review is still necessary for this structure, the zoning violations are recommended for relief.

Plans titled "19 Bodwell ST Boston MA EXTERIOR RENOVATIONS", prepared by Marco DeBarros dated April 2025.

Recommendation:

In reference to BOA1776341, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1766723
ZBA Submitted Date	2025-08-21
ZBA Hearing Date	2026-03-24
Address	49 to 51 Callender ST Dorchester 02124
Parcel ID	1402843000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	This project proposes a vertical and rear addition to convert the two-unit home to three units.
Relief Type	Variance
Violations	Two or More Dwelling Same Lot Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient Additional Lot Area Insufficient

Planning Context:

49-51 Callender St is a two-unit dwelling in a primarily residential area with predominantly one-, two-, and three-unit residences. Homes in this area generally have high lot coverage. Additionally, this residence borders Saint Mary's Cemetery and is a ten minute walk from Harambee Park. The Talbot Ave MBTA Commuter Rail Station is a twelve minute walk distance. The proposed project is to build an addition to the rear of the home at 49-51 Callender St and update the dwelling's use from two to three units. On each floor, there is one unit with three bedrooms in each unit. The proposed projects keep with the established character of the neighborhood.

Zoning Analysis:

This proposal has triggered seven zoning violations: two or more dwellings in a lot, lot area insufficient, additional lot area insufficient, FAR excessive, open space insufficient, side and rear yard insufficient.



Two or more dwellings on the same lot is triggered, however in this circumstance, allowing a second unit on the same lot is reasonable because it is twice the size of other lots in this vicinity. The lot at 49-51 Callender St measures 83 feet by 104 feet whereas the abutting lots have lot widths of 50 feet and 33.3 feet. Across the street, lot widths between 29 feet and 66 feet are common. Therefore, the proposed project would be similar in lot density to its neighbors. Relief is recommended.

The lot area required for six units on one lot in this subdistrict is 12,500 square feet. This lot is 8,622 square feet and there are no proposed changes to the lot size. This is a clear case for zoning reform. Despite this zoning district being a 3F-5000, which implies 3 units should be allowed by-right on a minimum 5,000 sq ft lot, the regulations say that 5,000 sq ft is allowed for 2 units with 2,500 sq ft being required for every additional unit on the lot. Additionally, because lot density patterns follow what is already established in the immediate vicinity, relief is recommended.

The maximum FAR for this lot is 0.8 and the proposed FAR is 1.16 for 49-51 Callender St. There are several examples of homes that exceed the maximum FAR requirement in the immediate vicinity, such as 25-27 Lauriat St (0.98), 64 Callender St (0.87), 67 Callender St (1.03). Because the project's FAR would not be out of conformity with surrounding properties and the new building footprint maintains appropriate lot coverage, relief is recommended.

The minimum usable open space per dwelling unit required is 400 sq ft, therefore 2400 sq ft would be required for six units. Plans calculate that 416 sq ft per unit of open space is provided for 49 Callender St, with 586 sq ft per unit for 51 Callender St. This amounts to a total of 1,248 sq ft of open space for 49 Callender St and 1,758 sq ft for 51 Callender St, exceeding the minimum 2,400 sq ft that is required. This is an incorrectly cited violation.

Furthermore, 10 feet of side yard space is required on both sides of the building with 30 feet of rear yard space required. This proposal includes 10 feet of side yard space on one side and 6.3 feet on the other for 49 Callender; 8 feet and 3.5 feet for 51 Callender. Both buildings have 27.5 feet of rear yard setback. While the proposal does extend into the side and rear yards beyond what is currently compliant, the lot maintains ample area to accommodate the rear addition at 49 Callender and the new build at 51 Callender. Numerous nearby homes within one block exhibit more significant side and rear yard encroachments. Relief is recommended.



Lastly, design review is recommended to review the parking layout and curb cut with a goal to increase the amount of green space in the rear yard.

Plans reviewed are titled "Proposed Change of Use to 3F & Vertical & Rear Additions at #49 & Proposed 3F Building at #51", and are prepared by Choo & Company, and dated June 9, 2025.

Recommendation:

In reference to BOA1766723, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to review the parking layout and curb cut with a goal to increase the amount of green space in the rear yard.

Reviewed,

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Deputy Director of Zoning



Case	BOA1766728
ZBA Submitted Date	2025-08-21
ZBA Hearing Date	2026-03-24
Address	53 Callender ST Dorchester 02124
Parcel ID	1402843000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	This project proposes a three-unit new construction on the same lot as an existing two-unit home.
Relief Type	Variance
Violations	Two or More Dwelling Same Lot FAR Excessive Height Excessive (ft) Rear Yard Insufficient Side Yard Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Lot Area Insufficient

Planning Context:

The proponent proposes constructing a three-story, three-unit building with a driveway leading to rear parking. The driveway and rear parking will serve the proposed dwelling at 53 Callender Street and increase the amount of available parking for the dwelling at 49-51 Callender Street. The proposed project is located 0.5 miles from the Talbot Avenue MBTA Commuter Rail Station and served by bus transit on Talbot Ave, Norfolk St, and Blue Hill Ave nearby.

This lot sits in a residential area of Mattapan where two-, three-, and small multifamily dwellings make up the residential form. High lot coverage with tight front and side yards and moderate rear yards appear to be a consistent pattern. Homes and lots generally display a range of sizes and form, with both sloped and flat roofs being equally present. Building heights range from 2.5 to 3 stories.

Though lot sizes also vary in this area, the lot for this project appears about twice as large as most surrounding lots. It has a lot size of 8,600 sq ft whereas abutting lots are 5,180 sq ft and 3,451 sq ft. Two separate dwelling structures on a single lot are not common in this area of Mattapan, but the lot size is generous enough to support the proposed configuration.



Zoning Analysis:

This proposal has triggered eight zoning violations: two or more dwellings in a lot, lot and additional lot area insufficient, FAR and height (ft) excessive, rear and side yards insufficient, and off street parking and loading insufficient.

Two or more dwellings on same lot is triggered, however in this circumstance, allowing a second unit on the same lot is reasonable because it is twice the size of other lots in this vicinity. The lot at 49-51 Callender St measures 83 feet by 104 feet whereas the abutting lots have lot widths of 50 feet and 33.3 feet. Across the street, lot widths between 29 feet and 66 feet are common. Therefore, the proposed project would be similar in lot density to its neighbors. Relief is recommended.

The lot area required for six units on one lot in this subdistrict is 12,500 square feet. This lot is 8,622 square feet and there are no proposed changes to the lot size. This is a clear case for zoning reform. Despite this zoning district being a 3F-5000, which implies 3 units should be allowed by-right on a minimum 5,000 sq ft lot, the regulations say that 5,000 sq ft is allowed for 2 units with 2,500 sq ft being required for every additional unit on the lot. Additionally, because lot density patterns follow what is already established in the immediate vicinity, relief is recommended.

The maximum FAR for this lot is 0.8 and the proposed FAR is 1.47 for 53 Callender St. There are several examples of homes that exceed the maximum FAR requirement in the immediate vicinity, such as 25-27 Lauriat St (0.98), 64 Callender St (0.87), 67 Callender St (1.03). Because the project's FAR would not be out of conformity with surrounding properties and the new building footprint maintains appropriate lot coverage, relief is recommended.

The proposed building's height is 36 feet. The maximum building height allowed is 35 feet. This is a three story building with dimensions consistent with the existing building on the lot and other three family buildings on the street. The one-foot height violation is recommended for relief on the basis that it will not cause unsafe conditions and create negligible change in the urban landscape of this area.

According to Article 60, Section 33.12, two buildings on the same lot retain the same yard requirements from each building to the actual Lot line. Article 60, Table D requires a minimum 10-foot side yard and 30-foot rear yard for residential buildings in 3F zones. 53 Callender St will



have have an 8 ft side yard on one side and 10 ft between 53 and 49-51 Callender St. Plans show a 27 ft rear yard. The yard setbacks are consistent with surrounding lots and they allow for adequate light and air between buildings. Relief is recommended.

The proposed design was flagged for violating minimum off-street parking requirements. This violation is recommended for relief as the design increases the available off-street parking on the lot and the required parking ratios do not align with planning goals.

Lastly, design review is recommended to review the parking layout and curb cut with a goal to increase the amount of green space in the rear.

Plans reviewed are titled "PROPOSED CHANGE OF USE TO 3F & VERTICAL & REAR ADDITIONS AT #49 & PROPOSED 3F BUILDING AT #53", prepared by Choo & Company, Inc., and dated 6/9/2025.

Recommendation:

In reference to BOA1766728, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to review the parking layout and curb cut with a goal to increase the amount of green space in the rear.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1395905
ZBA Submitted Date	2022-09-26
ZBA Hearing Date	2026-03-24
Address	4 Haynes ST East Boston 02128
Parcel ID	0104541000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	The proposal seeks to combine two existing parcels (Parcel ID 0104540000 and Parcel ID 0104541000) into one new 1,800-square-foot lot to be known as 4 Haynes Street. The project also seeks to construct a new dwelling containing four residential units and three parking spaces.
Relief Type	Conditional Use
Violations	GCOD Applicability

Planning Context:

Parcel ID 0104540000, known as 4 Haynes Street, is developed with an existing three-story residential building. Parcel ID 0104541000 abuts this parcel to the left along Haynes Street and is currently vacant, functioning informally as off-site parking.

The surrounding area is primarily residential and developed with buildings generally ranging from three to four stories in height. The City of Boston Land Use Explorer shows that three-unit buildings represent the predominant residential typology. Buildings containing four or more units occur less frequently, while one- and two-family dwellings occur at lower frequencies.

The site is located within the Coastal Flood Resilience Overlay District (CFROD). PLAN: East Boston identifies portions of the neighborhood, including Paris Flats, Maverick Central, and Harbor View, as vulnerable to flooding. Projects within the CFROD are subject to resilience review, including evaluation of ground-floor elevation, building access, and the placement of mechanical equipment. New or extended living space must be located above the Sea Level Rise Design Flood Elevation.

The property is also located within the Groundwater Conservation Overlay District (GCOD), which protects wood pile-supported structures vulnerable to groundwater depletion and seeks to preserve structural integrity while reducing stormwater runoff and pollution. PLAN: East Boston



notes that permeable surfaces support groundwater recharge and help reduce runoff that contributes to neighborhood flooding and water quality impacts. The plan further emphasizes that infill development in Neighborhood Residential areas should preserve privately owned open space and increase permeable surfaces.

Zoning Analysis:

The proposed project has one citation: applicability of the Groundwater Conservation Overlay District (GCOD). The site is located within the GCOD, where projects involving the rehabilitation, reconstruction, or extension of structures designed for human occupancy are subject to review under Article 32, Section 32-4 of the Boston Zoning Code.

The proposal seeks to consolidate two existing parcels (Parcel ID 0104540000 and Parcel ID 0104541000) into a single 1,800-square-foot lot to be known as 4 Haynes Street. The project also proposes the construction of a new residential building containing four dwelling units with three off-street parking spaces. As such, the project is subject to GCOD review and must demonstrate compliance with the groundwater recharge requirements of Article 32. Review by the Boston Water and Sewer Commission is recommended.

An ePlan Board of Appeal decision was previously granted for this project. The approval was originally valid through August 2025 and has since been extended through 2027.

The reviewed plans, titled “4–6 Haynes Street,” were prepared by Civil Environmental Consultants and dated April 16, 2025.

Recommendation:

In reference to BOA1395905, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1788402
ZBA Submitted Date	2025-10-14
ZBA Hearing Date	2026-03-24
Address	18 to 22 Breed ST East Boston 02128
Parcel ID	0101629000 and 0101628000
Zoning District & Subdistrict	East Boston Neighborhood MU-4
Zoning Article	53
Project Description	The project proposes combining the parcels at 21 and 17 Ford St and rehabilitating an existing mixed-use building into a six-unit, 27-bedroom lodging house with six parking spaces.
Relief Type	Variance
Violations	Permeable Area of Lot Insufficient CFROD Applicability Use: Forbidden

Planning Context:

18 to 22 Breed ST East Boston 02128 (AKA 21 & 17 Ford St) is an existing mixed-use building and paved parking lot located near Orient Heights Square. The property is located within the Squares + Corridors planning area which is designated to amplify important points of gathering and connection within the neighborhood and provide residents with access to goods and resources. Squares and Corridors planning areas are also nearby public transits (subject property is approximately 0.5 miles from the Orient Heights MBTA Station). The project proposal includes combining two parcels (21 & 17 Ford Street) and rehabilitating an existing mixed-use structure into a lodging house with six units, 27 bedrooms, and six parking spaces. Additionally, this project is located in the Coastal Flood Resilience Overlay District (CFROD). PLAN: East Boston states that "Climate change threatens existing housing in low-lying areas. Large portions of the Paris Flats, Maverick Central, and Harbor View are at particular risk of flooding—although nearly every part of East Boston has at least some portion located within the Coastal Flood Resilience Overlay District (CFROD). The CFROD plays an important role in shaping new development. Proposed projects within the CFROD are subject to resilience review, which looks at the siting of mechanical systems, access, and ground floor elevation. For



proposed projects in the CFROD, new or extended living space must be located above the Sea Level Rise - Design Flood Elevation."

It is also not clear whether the project complies with the PLAN: East Boston recommended zoning required for permeable area of lot (15%) because a landscaping plan is not provided. It is especially crucial that this project has adequate permeable area because of its location in the Coastal Flood Resiliency Overlay District. PLAN: East Boston states that "permeable areas are needed to support groundwater recharge and limit stormwater runoff that contributes to neighborhood flooding and worsens water quality" and that infill development in Neighborhoods, specially, Squares and Corridor areas that are particularly vulnerable to flooding, should preserve privately-owned open space and increase permeable areas.

Zoning Analysis:

The subject property was cited for three violations (CFROD applicability, insufficient permeable area and forbidden use). The subject property is currently located in the MU-4 District. Within the MU-4 zoning district, a minimum of 15% permeable lot area is required for lots less than 11,000 square feet (approximately 672 square feet). It is unclear the percentage of the lot that will be permeable as a landscaping plan for the project is not provided. However, the deficiency in permeable area is an expansion (through the combination of parcel 0101628000 which is a paved parking lot) of an existing condition making the deficiency legal non-conforming.

The subject property is proposing a six-unit, 27-bedroom lodging house at the site however lodging houses are not permitted in the MU-4 District.

Additionally, the subject property is located in a Coast Flood Resiliency Overlay District (CFROD). The CFROD plays a critical role in increasing climate resilience throughout the city in vulnerable areas. As such residential uses are not permitted below Sea-level Rise-Base Flood Elevation which in this case is 19.5 feet. The plans currently show residential units at the street grade which is prohibited.

The project proponent should consider a project that is in alignment with CFROD guidelines and use regulations for the zoning district.

Plans submitted by UP Design and Build on November 10, 2024, and last reviewed by the City of Boston Inspectional Services Department on October 14, 2025.



Planning Department

CITY of **BOSTON**

Recommendation:

In reference to BOA1788402, The Planning Department recommends DENIAL.

Reviewed,

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

Deputy Director of Zoning

MEMORANDUM

JANUARY 15, 2026

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

FROM: NUPOOR MONANI, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT
REVIEW
CASEY HINES, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
DYLAN NORRIS, PROJECT MANAGER
YAIR SHAPIRO, PLANNER II
ALEXA PINARD, DEPUTY DIRECTOR FOR URBAN DESIGN REVIEW
COLIN FREDRICKSON, TRANSPORTATION PLANNER II
BREEZE OUTLAW, SENIOR URBAN DESIGNER
JOHN DALZELL, SR. ARCHITECT FOR SUSTAINABLE DEVELOPMENT

SUBJECT: NOTICE OF PROJECT CHANGE: 445-449 CAMBRIDGE STREET, ALLSTON

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA"): (1) issue a Determination waiving further review pursuant to Article 80, Section 80A-6 of the Boston Zoning Code (the "Code") in connection with the Notice of Project Change ("NPC") for the proposed 445 - 449 Cambridge Street Project; (2) issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; and (3) execute and deliver an amended and restated Cooperation Agreement, an amended and restated Affordable Rental Housing Agreement and Restriction ("ARHAR"), amended and restated Artist Affordable Rental Housing Agreement and Restriction ("Artist ARHAR") and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

Original Project (2021)

As approved in 2021 by the BPDA , the project had comprised 152 residential units within two buildings (the "**2021 NPC Project**"), at two different parcels: 449 Cambridge Street and 2 Emery Road, which are currently improved with an auto body and vehicle repair businesses, an auto tow service, and surface parking (the "**Original Project Site**"). The 2021 NPC Project would have included 18 onsite Inclusionary Development Policy ("**IDP**") units plus another eight (8) artist units, approximately 1,890 sf of ground-floor retail / restaurant / services space, and 80 parking spaces in a garage located at and accessory to 449 Cambridge Street but ancillary to 2 Emery Road.

Revised Project (2025)

As described in the NPC, dated June 27, 2025, and filed on June 30, 2025, by ExCorde Capital on behalf of EM 449 Cambridge LLC (the "Proponent"), the Proponent has acquired an option to purchase the approximately 7,966 square-foot parcel at 445 Cambridge Street, which is surrounded on three sides by the 449 Cambridge Street parcel. The newly acquired parcel is currently occupied by an existing, two-story, commercial structure, occupied on the ground floor by an autobody shop (Cambridge Street Auto Service), and an existing pool hall on the second floor (Allston Billiards).

Under the NPC, the Proponent proposes to change the project by eliminating development at 2 Emery Road, merging 445 Cambridge Street with 449 Cambridge Street to create a single "Lot" of 31,362 sf (the "Proposed Project Site"), and constructing thereon a single building, as follows (the "Proposed Project"):

- Gross Floor Area ("GFA") = 148,240 sf
 - 200 dwelling units
 - 171 market-rate rental units
 - 29 IDP rental units, of which eight (8) are set aside for artists
 - 3,504 sf of ground-level retail / services / restaurant space
- Building Height = 69 feet, 6 inches
- Usable Open Space = 7,466 sf
 - 5,797 sf of common usable open space

- 1,669 sf of private usable open space (balconies for ten [10] dwelling units)
- Indoor Residential Amenities Space = 6,341 sf
- Indoor Artists Space = 1,568 sf
- Accessory Parking = 66 spaces
- Bicycle Parking – 126 spaces: 110 interior and 16 exterior

Note that beginning on Cambridge Street, the Revised Project Site slopes downward to its northwesterly end by approximately twelve (12) vertical feet. The Proposed Project Site is located within a mixed-use neighborhood, surrounded by commercial and residential buildings. There are numerous amenities within walking distance, including a variety of restaurants and services along Cambridge Street and Brighton Avenue. The MBTA operates three bus routes in close proximity to the Proposed Project Site, including two that operate along Cambridge Street adjacent to the Proposed Project Site. The MBTA’s Green Line B Branch along Brighton Avenue, and the Framingham/Worcester Commuter Line at Boston Landing Station, are approximately one-half mile away.

The proposed demolition of the existing buildings on the Proposed Project Site will be subject to review by the Boston Landmarks Commission (the “**BLC**”) under Article 85 of the Boston Zoning Code. An Article 85 Application for the property will be submitted to the BLC.

DEVELOPMENT TEAM

The development team includes:

Proponent: ExCorde Capital on behalf of EM 449 Cambridge LLC
George Ledwith
Julia Baer

Architect: SCB
Ben Harrison
Steve Matkovits
Yiren Weng

Legal Counsel: Nutter, McClennen & Fish LLP
Jared Eigerman, Esq.

Community: Wharf Partners
Consultant: Christine Sullivan McMahon

DESCRIPTION AND PROJECT BACKGROUND

Original Project

On August 13, 2020, the BPDA voted to approve the Original Project, which, as approved, was to include two new residential buildings, together containing a total of approximately 166 residential units, 2,400 square feet of ground floor retail space and approximately 80 accessory parking spaces (the “Original Project”). The Original Project had 10 or more dwelling units that fell within the Compact Unit Policy and the Proponent had agreed to comply with the Compact Living Guidelines, pursuant to the City of Boston’s pilot program. The total gross square footage of the Original Project was approximately 164,000.

The Original Project was broken into two distinct components, Cambridge Street and Emery Street. The Cambridge Street component planned to contain a seven-story building, including approximately 127 residential units, ground-floor retail space along Cambridge Street, and all 80 of the Original Project’s parking spaces, in the basement and ground floor. The Cambridge Street building was to provide residential amenity space (shared with the 2 Emery Road component), including outdoor space on the second floor and a roof deck on the top floor. Due to the slope of the site, the Cambridge Street entrance to the building was on the second floor. The 2 Emery Road component was to comprise a six-story building, including approximately 39 residential units. That building was to include shared, ground-level outdoor space along the southern edge of the site, for use by the residents.

2021 Notice of Project Change

On November 18th, 2021, the BPDA voted to approve the Notice of Project Change to the Original Project (the “**2021 NPC Project**”). The 2021 NPC Project proposed the removal of the previously approved Compact Living units. Previous approvals and drawings had shown 93 Compact Living Policy Units out of 166 total units.

Due to the removal of the Compact Living units, the unit sizes had increased and therefore reduced the number of units from 166 to 152. All other design and massing aspects of the proposed project remained the same.

The Original Project included a commitment to provide 17% of the total number of residential units as Inclusionary Development Policy units. The 2021 NPC Project maintained that commitment by providing 26 IDP units, which was 17% of the 152 proposed residential units.

2025 Notice of Project Change

On June 30, 2025, in connection with the Proposed Project, the Proponent filed the NPC, dated June 27, 2025. This NPC, as supplemented since its filing, outlines the following updates and proposed change(s) to the 2021 NPC Project.

With the acquisition of the abutting 445 Cambridge Street parcel, the Proponent no longer proposes to pursue the previously approved, 39-unit building at the 2 Emery Street site. Instead, under the Proposed Project, the Proponent would consolidate 445 and 449 Cambridge Street parcels into a single Lot, and develop thereon a single building. This change will result the following changes from the previous approval:

- Reducing Floor Area Ratio to 4.7, because the parking garage now would be purely accessory to one Lot, and so excluded from the calculation
- Increasing the total number of residential units by 48 units from 152 to 200
- Revising the total number of IDP units from twenty-six (26) units (17.1% of total units) to twenty-nine (29) units (14.5% of total units, or approximately 17.2% of total leaseable residential square footage), of which eight (8) may be set aside for artists
- Increasing ground-floor retail / restaurant services GFA from 1,890 sf to approximately 3,504 sf
- Increasing usable open space from 3,113 sf to approximately 7,466 sf
- Increasing indoor amenity space from 4,004 sf to approximately 6,341 sf
- Maintaining dedicated artist workspace at approximately 1,568 sf
- Reducing the previously approved 76 motor vehicle parking spaces to approximately 66
- Including 110 interior and 16 exterior bicycle parking spaces

As currently proposed, the Revised Project includes approximately one-hundred thirty-eight (138) studio units, forty-nine (49) one-bedroom units, ten (10) two-bedroom units, and additionally one (1) two-bedroom townhouse style unit and one (1) three-bedroom townhouse style unit.

PLANNING CONTEXT AND CITY STAFF REVIEW

The Proposed Project is located in the *Harvard Avenue Community Commercial 1 Subdistrict* and the *Braintree Street Local Industrial 1 Subdistrict* of the *Allston/Brighton Neighborhood Zoning District*, governed by Article 51 of the Zoning Code.

Staff review was informed by both previous approvals and area planning initiatives. The Proposed Project lies within the study area of the Brighton/Guest Street Planning Study & Urban Design Guidelines, adopted by the BRA Board in 2012. While this plan recommended floor area ratios up to 1.5 and heights up to 4 stories in this location, these guidelines were never codified as zoning. The proposed height and FAR are consistent with the previous approvals, and the context that has been established in the intervening years. The Proposed Project is consistent with the plan's use recommendations, which include the stated goal to "Expand the Residential Neighborhood Adjacent to Allston Village [and] encourage development of a mix of residential types in the eastern segment of the Study Area, near Cambridge Street."

The Proposed Project is also consistent with the findings of the Allston-Brighton Needs Assessment, adopted by the BPDA Board in 2024. This plan prioritizes increasing housing supply and contextual infill in transit-accessible locations. The Proposed Project provides housing directly along the 64/57 bus corridor and near the commercial amenities of Harvard Avenue, which reinforces walkability and reduces reliance on cars.

ARTICLE 80 REVIEW PROCESS

As noted above, on June 30th, 2025, the proponent filed the NPC, dated June 27, 2025, with the BPDA, pursuant to Section 80A-6 of the Code, in connection with the Proposed Project. The BPDA subsequently sponsored and held an Impact Advisory Group Meeting on July 29th 2025, and a public meeting on August 4th, 2025, via Zoom to solicit feedback from members of the community and review the proposed changes to the 2021 Project. The meeting was advertised in local newspapers and sent to all subscribers of the Allston/Brighton neighborhood update list.

In addition to the BPDA-sponsored meeting, the Proponent conducted outreach with abutters, neighborhood residents, local elected officials, including City Council President Liz Breadon.

ZONING

The Proposed Project Site is located within the *Harvard Avenue CC-1 Subdistrict* for a depth of approximately 100 feet from Cambridge Street, and otherwise within the *Braintree Street LI-1 Subdistrict*. Because the Proposed Project Site is located within two underlying districts, the first 30-foot depth of the *Braintree Street LI-1 Subdistrict* portion of the Proposed Project Site is treated as part of the *Harvard Avenue CC-1 Subdistrict*. (Zoning Code s. 12-1.) The Proposed Project Site is not located within any overlaying zoning districts.

In 2021, the Proponent obtained from the Boston Board of Appeal a set of conditional use permits and variances for the 2021 NPC Project. (449 Cambridge St., Case No. BOA1143574; 2 Emery Rd., Case No. BOA1143565.) The Proponent intends to petition the BoA for new zoning relief to allow the Proposed Project.

MITIGATION & COMMUNITY BENEFITS

The Proponent has agreed to several mitigation and community benefit measures as outlined below:

- Agreed to stagger the rental units, avoiding the majority of September leases
- Unbundle the parking from the units. Parking, at a separate market rate only charge, will be leased separately from the residential units
- Designate a drop-off zone for ride share companies that will not be on Cambridge Street, but Emery Road, instead
- Providing 23 street trees within the public right of way along Emery Road, Rugg Road and Cambridge Street
- Will only use native plants in the design
- In compliance with Boston's Complete Streets Policy, the Proponent will create a wider sidewalk, or implement a new sidewalk where none exist, along Cambridge Street, Rugg Road, and Emery Road. A Pedestrian Zone will maintain a minimum 5'-0" width sidewalk for clear accessible paths of travel absent vertical elements. The sidewalk Furnishing Zone will be constructed of pervious pavement at a minimum dimension of three (3) feet as measured from the back of curb.
- The Proponent will implement two raised crosswalks adjacent to the site: one across Rugg Rd at the intersection with Cambridge St, and one across Emery Rd at the intersection with Cambridge St.

- The Proponent will work with a car share provider to designate two (2) car share parking spaces.
- The Proposed Project shall comply with the Streets Green Infrastructure Policy, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.
- Anticipated Public Improvement Commission (“PIC”) actions include specific repairs and a pedestrian easement. The specific repairs scope includes: curb extension, raised crosswalk, street trees, pedestrian zone, curb cut elimination, and reconstruction of ADA-compliant ramps at Rugg Rd and Cambridge Street & Emery Street and Cambridge Street and reciprocal ramps
- 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. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.

Recipient: Allston Village Main Streets

Address: 161 Harvard Ave. #11, Allston, MA 02134

Use: Contribution will be used to support the Allston Village Main Street Business and Community Assistance programs

Amount: \$25,000

Funds will be paid at issuance of Certificate of Occupancy

Recipient: Proposed Project Residents

Address: 449 Cambridge Street

Use: The Proponent shall contribute \$20.00 per unit, per month for a period of five (5) years from issuance of the Certificate of Occupancy, for either an Allston/Brighton Shuttle program or an MBTA Transit Pass subsidy for building

residents. The BPDA Transportation Team and BTD Transit Team shall, after consulting with the Proponent, determine if the funding is provided for transit passes or the shuttle operations.

Amount: \$240,000

Timeline: Funds begin monthly for each unit once it is leased and occupied.

Recipient: Boston Parks and Recreation Department

Address: 1010 Massachusetts Avenue 3rd Floor Boston, MA 02118

Use: To the ongoing maintenance Penniman Road Play Area, and to support its improvement through the Penniman Road Play Area improvement project in partnership with Boston Parks and Recreation Department.

Amount: No more than \$50,000

Timeline: Funds will be paid at issuance of building permit.

Recipient: Allston Brighton Community Development Corporation (“ABCDC”)

Address: 18 R Shepard St, Suite 100, Boston, MA 02135

Use: The funds will be used to help offset costs for the 20 affordable homes on Hano Street owned by the ABCDC.

Amount \$1,000,000

Timeline: Funds will be paid at issuance of Certificate of Occupancy

All infrastructure and public realm improvements conducted in the right of way are subject to continued design review with the Planning Department, Public Works Department, Boston Transportation Department, and the Public Improvement commission.

All changes to transportation mitigation outlined above must be reflected in an amendment to the Proponent’s existing Transportation Access Plan Agreement (TAPA) with the City of Boston to be submitted to the Boston Planning Department

by the Proponent.

ARTICLE 37

The Proposed Project has committed to achieving a minimum of 57 points for Silver certifiability and continuing to target LEED Platinum as project planning progresses under the LEED v4 New Construction rating system.

Specifically, the Revised Project features:

- Clean heating and appliances (all electric unit systems)
- Water heating is located within each unit, with tank-type electric resistance water heaters
- Heating/cooling of each unit via unitary, split-type heat pump system, not ASHP or VRF
- Continuing to optimize the project design for solar renewable energy and installing approximately 91 kW solar PV system(s). Feasibility assumes some expense over a 7-year ROI with financing or third-party ownership.
- The Proponent will update Article 37 Review Team during Design Development, consistent with a LEED-certifiable project

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("**IDP**"), and is located in Zone B. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, the Proponent has agreed to provide twenty-one (21) income-restricted units available to the general public (the "**IDP Units**") and eight (8) units set aside for artists (the "Artist IDP Units"), for a total of twenty-nine (29) income restricted units. Eighteen (18) of the IDP units will be made available to households with incomes not more than 70% of Area Median Income ("AMI"), as determined by the U.S. Department of Housing and Urban Development ("HUD"), and published annually by the BPDA, three (3) IDP Units will be made available to households with incomes not more than 110% of AMI, and eight (8) Artist IDP Units will be made available to artist households with incomes not more than 70% of AMI.

The proposed location, sizes, income-restriction, and rents for the IDP Units are as follows:

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
106	Studio	493	70%	\$1,490	
108	One-Bedroom	719	70%	\$1,746	
109	Two-Bedroom	1,029	70%	\$1,978	
111	Two-Bedroom Townhouse	1,227	70%	\$1,978	
112	Studio	482	70%	\$1,490	
226	Three-Bedroom	1,458	70%	\$2,216	Group-2A
304	Two-Bedroom	979	70%	\$1,978	
337	Studio	458	70%	\$1,490	
405	Two-Bedroom	974	70%	\$1,978	
422	One-Bedroom	675	70%	\$1,746	
434	Studio	450	70%	\$1,490	
436	Studio	511	70%	\$1,490	Group-2A
501	One-Bedroom	686	70%	\$1,746	
504	Two-Bedroom	979	70%	\$1,978	
524	One-Bedroom	601	70%	\$1,746	
535	Studio	464	70%	\$1,490	
537	Studio	458	70%	\$1,490	
605	Two-Bedroom	974	110%	\$3,176	
622	One-Bedroom	675	110%	\$2,794	
634	Studio	450	70%	\$1,490	
636	Studio	511	110%	\$2,388	Group-2A

The proposed location, sizes, income-restriction, and rents for the Artist IDP Units are as follows:

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
211	Studio	459	70%	\$1,490	
213	One-Bedroom	788	70%	\$1,746	

220	Studio	500	70%	\$1,490	
228	Studio	509	70%	\$1,490	
234	Studio	450	70%	\$1,490	
319	One-Bedroom	980	70%	\$1,746	Group-2A
324	One-Bedroom	601	70%	\$1,746	
335	Studio	464	70%	\$1,490	

The location of the IDP Units and Artist IDP Units will be finalized in conjunction with BPDA and Mayor’s Office of Housing staff and outlined in an amended and restated Affordable Rental Housing Agreement and Restriction (“ARHAR”) and amended and restated Artist Affordable Rental Housing Agreement and Restriction (“Artist ARHAR”), and rents and income limits will be adjusted according to BPDA published maximum rents, and income limits, as based on HUD AMIs, available at the time of the initial rental of the IDP Units and IDP Artist Units. IDP 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 Artist IDP Units were designed with input from Artist Impact Allston and the City of Boston's Department of Arts and Culture, and will include dedicated ventilation and durable finishes. Occupants of the Artist IDP Units will share access to supportive space located at the Premises. That space includes approximately 1,568 square feet of shared artist work / storage space, rotating window displays facing Emery Road, and lobby and retail space facing Cambridge Street for artists residing at 449 Cambridge Street and 2 Emery Road to sell their work. In the event that the Revised Project does not include such artist amenity spaces, then the Artist IDP Units must instead be restricted for the general population with incomes not more than 70% AMI in the ARHAR.

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

- Boston resident; and
- 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), 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.

For the eight (8) Artist IDP Units, at least one member of the household must hold the City of Boston Artist Certification.

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

RECOMMENDATIONS

Based on the foregoing, BPDA staff recommends that the Board: (1) authorize the Director to issue a Determination waiving further review pursuant to Section 80A-6.2 of the Code in connection with the NPC filed by the Proponent on June 30th, 2025; (2) issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; and (3) authorize the Director to execute and deliver an amended and restated Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, an amended and restated ARHAR, amended and restated Artist ARHAR, and any and all other documents and agreements as the Director deems appropriate and necessary in connection with the Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Determination under Section 80A-6 of the Boston Zoning Code ("**Code**") which (i) finds that the Notice of Project Change submitted to the Boston Redevelopment Authority ("**BRA**") by ExCorde Capital on behalf of EM 449 Cambridge LLC (the "**Proponent**") on June 30th, 2025, for the 445-449 Cambridge Street project (the "**Project**") does not significantly increase the impacts of the Project and (ii) waives further review of the Project, subject to continuing design review by the BRA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; and

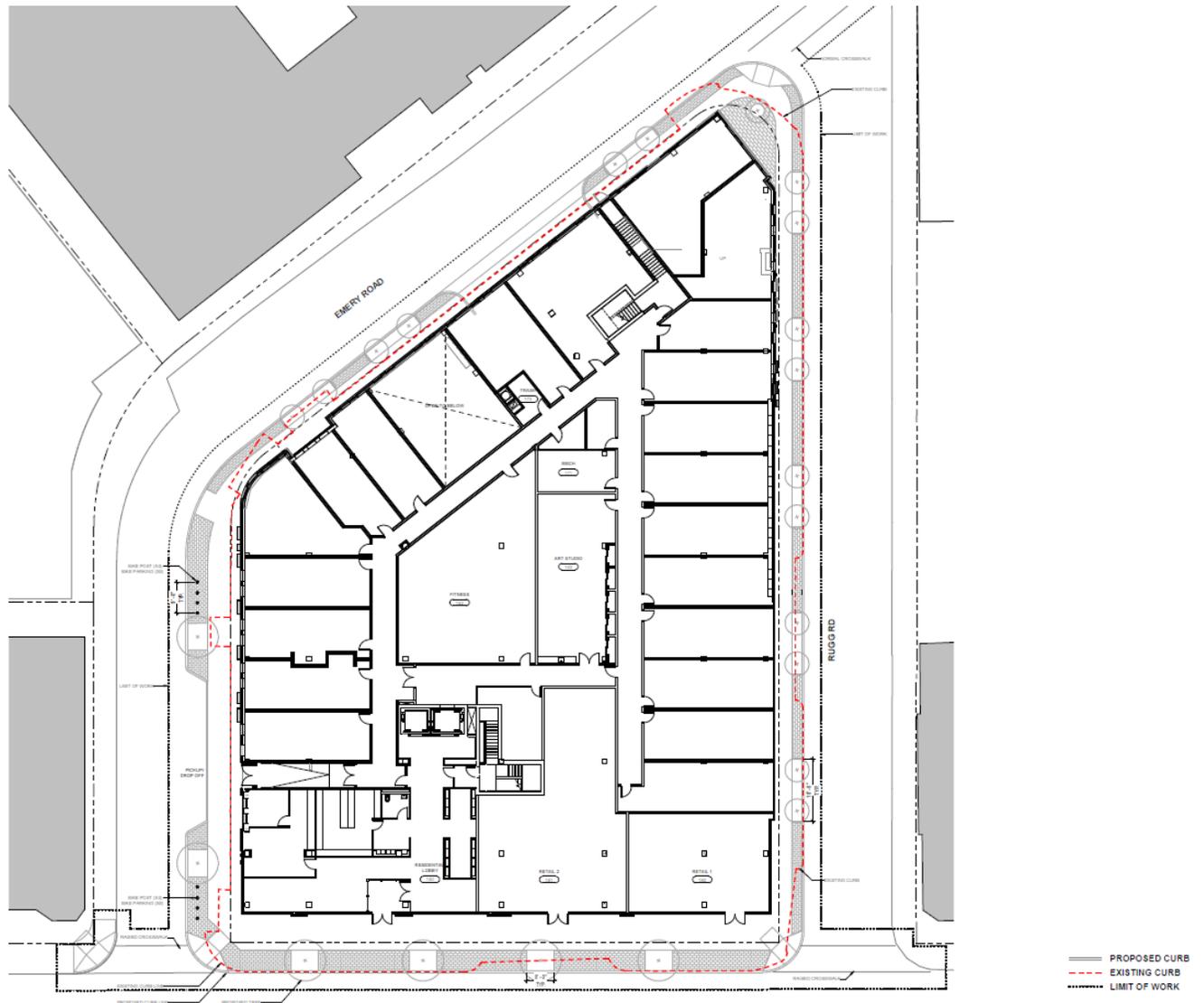
FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and deliver an amended and restated Cooperation Agreement, which will include a provision requiring compliance with the Boston Residents Jobs Policy, and an amended and restated Affordable Rental Housing Agreement and Restriction, an amended and restated Artist Affordable Rental Housing Agreement and Restriction, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Project, all upon terms and conditions determined to be in the best interests of the BRA.

APPENDIX A
Exhibit A "Project Metric Table"

Estimated Project Metrics	Feb 2022	Revised Plan	Net Change
Gross Square Footage	187,100	208,189	21,089
Gross Floor Area	164,000	181,240	17,240
<i>Residential</i>	161,600	177,736	16,136
<i>Office</i>	0	0	0
<i>Retail</i>	2,400	3,504	1,104
<i>Lab</i>	0	0	0
<i>Medical Clinical</i>	0	0	0
<i>Education</i>	0	0	0
<i>Hotel</i>	0	0	0
<i>Industrial</i>	0	0	0
<i>Recreational</i>	0	0	0
<i>Cultural</i>	0	0	0
<i>Parking</i>	23,100	22,436	-664
Development Cost Est.	\$55,000,000	\$55,000,000	\$0
Residential Units	152	200	48
<i>Rental Units</i>	152	200	48
<i>Ownership Units</i>	0	0	0
<i>IDP/Affordable Units</i>	26	29	3
Maximum Parking spaces	76	66	-10
<i>Long-term Bicycle Parking</i>		110	
<i>Short-term Bicycle Parking</i>		16	
<i>Location of Bike Room</i>		lower level	
<i>Loading Bays</i>		1	

APPENDIX B
Exhibit B "Site Plan"





Emery Rd

Ruggs Rd

Cambridge St

Derby Rd

Hano St

449

445

439

437

441

435

428

424

434

438

442

446

450

455

453

451

457

20

47

8

11

7

110

3



Boston City Council

LIZ BREADON

Councilor – District 9

September 12, 2025

Dylan Norris
Project Manager, Development Review
City of Boston Planning Department
One City Hall Plaza
Boston, MA 02201

TRANSMITTED VIA EMAIL

RE: 449 Cambridge Street Notice of Project Change

Dear Mr. Norris:

This is a letter of comment on the Notice of Project Change (the 'NPC') filed by ExCorde Capital (the 'Proponent') on June 27, 2025 for the proposed 449 Cambridge Street project (the 'Project'), to be located at 445-449 Cambridge Street in the Allston neighborhood of Boston.

This development project was first proposed to the Boston Planning & Development Agency (the 'BPDA') in 2019, prior to the Councilor's time in office. Since that time, this project has undergone several revisions. When the project's last NPC was approved by the BPDA Board in 2022, the project consisted of 152 residential units split across two buildings located at 449 Cambridge Street and 2 Emery Road in Allston.

Since 2022, the Proponent has acquired the parcel located at 445 Cambridge Street; this has allowed the Proponent to propose an updated project located on a single, contiguous site. With this NPC, the Proponent seeks to update this proposed project so as to construct a single, mixed-use building approximately 241,500 SF in size that will include 200 rental housing units.

Before moving forward in the development review process, I ask the Proponent to address the following questions and comments:

Residential Component

As stated previously, the Proponent currently proposes to construct a 6-to-7-story multifamily residential building that will include approximately 200 rental housing units.

Please respond to the following questions and comments concerning the project's residential component:

- Please clarify the GSF of the proposed project.
- As stated in the NPC, the Proponent currently intends to designate approximately 17% of the proposed project's total residential square footage as Inclusionary Development Policy ('IDP') units, creating 29 on-site IDP units. Inclusion of these 29 on-site IDP units amounts to an IDP of approximately 14.5% when measured as a percent of total units. If feasible, I urge the Proponent to increase the number of on-site IDP units included in this project. I also ask the Proponent to respond to the following questions about the project's IDP units:



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- Please provide a breakdown of the both the unit mix and anticipated AMI levels for the project's IDP units. Per the project's previously approved [Affordable Rental Housing Agreement](#), IDP units were to be provided at AMIs ranging from 60% AMI-110% AMI.
- How many of the on-site IDP units will also be ADA/Group 2 units?
- To further expand on-site project affordability, I ask the Proponent to work with the Mayor's Office of Housing to set an agreed upon percentage of included IDP units as rental voucher-holder preference units.
- I appreciate that this project will include 8 on-site artist live/work IDP units. Has the Proponent met with the Mayor's Office of Arts and Culture ('MOAC') to discuss inclusion of these units? I ask the Proponent to work with MOAC to ensure that these units are appropriately designed and follow the Department's [Artist Housing Guidelines](#).
- Please clarify the anticipated size (i.e. studio, 1-bed, etc.) of the included IDP artist live/work units.
- Per the project plans included in the NPC, this development will include several townhouse units. Please clarify the number of townhouse units that will be included in the project.
- As stated in the NPC, the Proponent no longer intends to construct a residential building on the 2 Emery Road parcel. I ask the Proponent to clarify their anticipated plans for this parcel.
- Please confirm that the residential component of this project includes adequate facilities for the collection and storage of trash produced by project residents. Rodent control is a challenge in the Allston-Brighton neighborhood; to aid in efforts to address this matter, this project must include adequate interior trash storage.

Retail Component

As this development now includes the parcel located at 445 Cambridge Street, construction of this project will cause the displacement of local businesses that occupy the existing building on this parcel. My primary concern about this project is that it will cause the displacement of [Allston Billiards](#), a small, veteran-owned pool hall business that has operated from 445 Cambridge Street for ~14 years. These types of small businesses contribute to the culture of Allston Village and the Allston neighborhood. As Allston continues to grow, I believe that it is essential that all efforts are made to retain these businesses in the neighborhood.

Before this project moves forward in the review process, I ask the Proponent to work with the owners of Allston Billiards, the Planning Department, the Office of Economic Opportunity and Inclusion, MOAC and my office to determine 1) appropriate short-term measures for Allston Billiards that will help to mitigate the displacement of this business during construction; and 2) longer-term measures that will help to ensure that Allston Billiards secures a new permanent location in the Allston area.

In that regard, please respond to the following:

- Allston Billiards will be displaced by the construction of this project. In advance of project construction and in coordination with the owners of Allston Billiards, I ask the Proponent to commit to the following:
 - Assist Allston Billiards in identifying a suitable temporary retail space in the Allston area that suits the business's needs so that Allston Billiards can relocate to this space during project construction.
 - Assist Allston Billiards with relocation/moving costs to help mitigate this displacement.



- In the longer term, I ask the Proponent to work with Allston Billiards to determine a permanent location for the business in the Allston area. In my conversations with the owners of Allston Billiards, they would be interested in either occupying retail space in the 445-449 Cambridge Street development following its completed construction, or relocating to a new permanent, suitable location in the Allston area. To that end, I ask the Proponent to commit to the following:
 - If desired by Allston Billiards, commit to designating retail space in the 445-449 Cambridge Street project following construction. This space must be suitable and affordable for Allston Billiards. The owners of Allston Billiards have emphasized that their business does not require a storefront/ground-floor retail location (the business currently operates from a second-floor location). Options to explore include: 1) dedicating the second floor of the project's proposed retail space to Allston Billiards; 2) explore repurposing the 2000 SF of artist space currently included in the project as additional retail space for Allston Billiards.
 - If desired by Allston Billiards, commit to assist Allston Billiards in identifying a suitable retail space in the Allston area or beyond to which the business can permanently relocate.

Mobility/Transportation

I ask the Proponent to respond to the following comments and questions related to mobility and transportation mitigation:

- The project's NPC includes a high-level streetscape plan. Though I understand that this plan will be finalized during post-Board review in conjunction with the Planning Department and BTM, I would appreciate the opportunity to review a more detailed and revised streetscape plan for this project before it moves forward in the review process. I ask the Proponent to address the following comments and questions in this revision:
 - In the streetscape plan included in the NPC, there appears to be a curb cut located on Emery Road. Is this curb cut needed to access the project's garage or can it be eliminated?
 - As memorialized in the project's 2022 TAPA, the Proponent agreed to "will improve sidewalks (or install sidewalks where none exist) along Cambridge Street and Emery Road adjacent to the Project Site, including new street lighting and street trees where feasible." Given that the Emery Road parcel is no longer a part of this proposed project, does the Proponent still intend to install sidewalks adjacent to this parcel?
 - Per the project's 2022 TAPA, the Proponent agreed to install bike lanes on Emery Road adjacent to the project. Please clarify whether the Proponent still intends to install these bike lanes, whether these lanes will be painted or raised cycle tracks, and indicate where these lanes will be installed on the revised site plan.
 - As the Proponent is aware, Cambridge Street is a busy street that runs through the heart of Allston Village. Multiple members of the project's Impact Advisory Group ('IAG') and other community members raised concerns related to pick-up/drop-off ('PU/DO') activity generated by the project, and the potential for this activity to cause disruption on Cambridge Street. I ask the Proponent to take all necessary steps to ensure that pick-up/drop-offs and delivery activity associated with both the residential and retail components of the project do not primarily occur on Cambridge Street. This may include the following:



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- During the public meeting for this project, the Proponent indicated that they would create a PU/DO zone on Emery Road to accommodate pick-up/drop-off and delivery activity for this project. Please work with BTS to ensure that this PU/DO zone is appropriately designed, has appropriate signage, and is of sufficient size. Please clarify where this zone will be located on an updated site plan.
- Please work with TNC companies like Uber to ensure that the planned PU/DO zone on Emery Road is geotagged as a pick-up/drop-off location within their system. As was suggested by several community members, the Proponent may also consider changing the official address of both the residential and retail components of the project to ensure that vehicles are directed to the appropriate loading zone on Emery Road.
- At present, on-street parking spaces are located adjacent to the project site along Emery Road, Rugg Road, and Cambridge Street. Please clarify where on-street parking spots will be retained adjacent to the project. I also ask the Proponent to install appropriate striping/parking boxes that help to indicate where parking is permitted.
- The project's 2022 TAPA states that the Proponent will "coordinate with BTS to implement a planned bus/bike lane on Cambridge Street and to install priced meters on Emery Road if new on-street parking is created." Please confirm that the Proponent still intends to agree with this commitment. If metered spaces are to be installed on Emery Road, please indicate where these spaces are to be located on the site plan.
- I ask the Proponent to work with the Planning Department and BTS to install raised crossings with curb extensions at both the intersections of [Cambridge/Emery Road](#) and [Cambridge/Rugg Rugg Road](#) in order to improve pedestrian safety.
- The Proponent had previously committed to the installation of a raised crosswalk on Emery Road that was to connect the project's separate Cambridge Street and Emery Road sites. Given that the Proponent is not proceeding with the Emery Road project, I ask the Proponent to instead work with the City's [Office of Green Infrastructure](#) to consider the installation of a curb extension that incorporates green infrastructure at the intersection of [Emery Road/Rugg Road](#). This was also suggested by IAG members.
- Emery Road is a private road located adjacent to the project. It is currently in poor condition. Will the Proponent repave the section of Emery Road adjacent to the site as part of this project? Will the Proponent be responsible for continued maintenance of Emery Road (including snow removal)?

Bicycle Parking

With regard to bicycle parking, I ask the Proponent to respond to the following comments:

- Please clarify the number of secure indoor bicycle parking spaces that will be provided in this development for use by project residents.
- Please clarify the number of publicly-accessible short-term bicycle parking spaces that will be included on the project site. Where will these spaces be located?
- Will the Proponent provide infrastructure needed to support electric bike charging inside the development's bicycle storage room?

Proposed Vehicular Parking



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As stated in the NPC, the Proponent currently intends to include a total of ~63 residential parking spaces on site, resulting in a residential parking ratio of approximately 0.32 parking spaces per unit.

Please respond to the following questions and comments in regard to the project's proposed parking:

- Given this project's transit-oriented location near multiple transportation options, I appreciate the low parking ratio proposed for this project.
- I appreciate that the Proponent has agreed to equip 50% of the project's parking spaces EV charging accommodations. Please ensure that this commitment is memorialized in appropriate project documents, including the project's TAPA.
- Please ensure that any systems installed to warn pedestrians of vehicles exiting from the project's garage are of an appropriate noise level and that these systems are designed so as not to be a nuisance to nearby residents.

Loading, Delivery, and Pick-up/Drop-off

- Will all move-in/move-out activities associated with the residential component of this project be accommodated within the project's parking garage? Please provide more information on how these activities will be coordinated.
- Please confirm that the project's lobby is designed to accommodate residential mail deliveries, residential food deliveries, etc.
- Please provide information on how trash pick-up is anticipated to occur for the proposed project.
- Please ensure that adequate wayfinding and signage is available throughout the project site so that all users, including drivers, bicyclists, and pedestrians, can easily navigate the site. In particular, the Proponent must ensure that adequate signage is provided to guide delivery/commercial vehicles to the development's loading areas.

Transportation Demand Management

I ask the Proponent to commit to the following TDM measures:

- Offer subsidized monthly MBTA passes and subsidized BlueBikes memberships to building residents.
- Join the Allston-Brighton Transportation Management Association ('ABTMA').

Green/Open Space And Public Realm

Please respond to the following comments on the project's public realm and open space components:

- Please clarify the number of new street trees that will be added on both Emery Road and Cambridge Street adjacent to the project site. I ask the Proponent to ensure that the commitment to planting these new trees be memorialized in appropriate project documents.
- As reflected in the NPC, there are currently no plans to add street trees to Rugg Road adjacent to the project site. If feasible, I ask the Proponent to commit to the addition of street trees on Rugg Road.



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- I ask the Proponent to commit to the ongoing maintenance of all street trees and plantings located in the public realm associated with this project.
- Please clarify whether project tenants will be permitted to keep dogs in their apartments. If the Proponent plans to allow dogs within their units, facilities for dogs must be provided on-site. At minimum, I expect the Proponent to provide dog waste stations within on-site project green space for use by project residents.
- Will utility poles located adjacent to the proposed project on Rugg Road be buried as part of the project's construction?

Arts and Culture

As reflected in the NPC, the Proponent plans to include murals on the exterior of the proposed building. When this mural is installed, I ask the Proponent to coordinate with MOAC to help ensure that these works are commissioned from local artists via an RFP process. Please also ensure that this commitment to mural installation is memorialized in appropriate project documents, including the project's Board Memorandum and Cooperation Agreement.

Sustainability

Please provide more information on the sustainability of the proposed building, including the following:

- What level of LEED Certification does the Proponent anticipate that this project will achieve?
- Will the proposed building be all-electric?
- Has the Proponent committed to the inclusion of a rooftop solar PV array on top of this development?
- Was a Passive House feasibility study conducted for the project? Has there been a commitment to Passive House certification for this project?

Construction Mitigation

Due to the number of active projects in the Allston-Brighton neighborhood, construction management and mitigation is an ongoing concern for many neighborhood residents. As is required by the City, I expect the Proponent to develop a robust Construction Management Plan ('CMP') that seeks to mitigate these impacts to the fullest extent possible.

I ask the Proponent to respond to the following comments regarding project construction mitigation:

- Throughout project construction, I ask the Proponent to work with the Planning Department, BTM, ISD, and my office to address any issues that might arise as the project is built.
- Please ensure that a copy of the project's required CMP is made publicly available after this document has been filed with BTM. I also ask that the Proponent share this document with my office.
- During the project construction period, I ask the Proponent to work closely with BTM on proposed mitigation for sidewalk closures. Any temporary walkways installed during construction must ensure accessibility and continued pedestrian safety. The Proponent must also ensure that plans for sidewalk closures are also designed to accommodate bicyclists and ensure bicyclist safety.
- I expect the Proponent to include a robust rodent management control plan in its CMP.



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- Please clarify where construction workers for this proposed project will park throughout the building’s construction. The Proponent must ensure sufficient parking is secured so that workers do not seek parking on neighborhood streets.

Labor

The Proponent must commit to working with contractors and subcontractors that comply with the Boston Residents Jobs Policy; additionally, the Proponent must actively monitor the project to ensure that all standards of this Policy are met. I strongly support the Boston Residents Jobs Policy and the employment of people of color, women, and other Boston residents in Boston construction projects.

Community Benefits and Mitigation

The proposed project’s prior community benefits and mitigation measures have been memorialized in such project documents as the project’s [2023 Cooperation Agreement](#) and 2002 TAPA. I ask the Proponent to clarify whether these prior commitments remain and ensure that these measures are memorialized in amended project documents. Please see below:

Public Benefits Commitments			
Allston Village Main Streets Contribution	The Applicant shall make a contribution of \$25,000 to Allston Village Main Streets, at 161 Harvard Ave. #11, Allston, Massachusetts 02134. This contribution will be used to support the Allston Workers Relief Fund small business owns and their employees that were affected by the COVID-19 shutdown. Funds will be paid after the statutory 30- day Zoning Board of Appeal appeal period has expired for any zoning relief for the Project when no appeal has been filed.	2023 Cooperation Agreement	Please confirm that Allston Village Main Streets has received this contribution.
Shuttle/Transit Subsidy	The Applicant shall make a contribution of \$200,000 to proposed Project residents as follows: The Applicant shall contribute \$20 per unit, per month for a period of five (5) years from issuance of the Certificate of Occupancy for the Project, for either an Allston/ Brighton Shuttle program or an MBTA Transit Pass subsidy for building residents. The BPDA Transportation Team and BTB Transit Team shall, after consulting with the Applicant, determine if the funding is provided for transit passes or shuttle operations. This contribution will begin monthly after issuance of the Certificate of	2023 Cooperation Agreement; 2022 TAPA	Please confirm that the Proponent is still committed to this contribution. My preference is for the Proponent to direct this contribution towards the Allston-Brighton Transit Link initiative. If feasible, I ask the Proponent to work with the Planning Department and BTB to do so.



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	Occupancy.		
Funds for Bus Stop Improvement	The Applicant shall make a contribution of up to (i.e. not more than) \$50,000 to the BPDA, at Boston City Hall, 9th Floor, Boston, Massachusetts 02201. Funds will be used to design and install a new bumped-out bus stop adjacent to the Boston Fire Department facility on Cambridge Street. This requirement may be substituted with other improvements recommended by the A-B Mobility study with approval from the BPDA Transportation Team and BTM Transit Team.	2023 Cooperation Agreement: 2022 TAPA	Please confirm that the Proponent is still committed to this contribution.
Allston-Brighton CDC Contribution	The Applicant shall make a contribution of \$1,000,000 to Allston Brighton Community Development Corporation ("ABCDC"), at 18R Shephard St., Suite 100, Boston, Massachusetts 02135. Funds will be used to help offset the costs for the 20 affordable homes on Hano Street owned by the ABCDC. Funds shall be paid at issuance of the Certificate of Occupancy for the Project.	2023 Cooperation Agreement	Please confirm that the Proponent is still committed to this contribution.

I ask the Proponent to respond to this comment letter via a written response submitted to my office and to the Planning Department.

Sincerely,

Liz Breadon
Boston City Councilor
District 9, Allston-Brighton



January 15, 2026

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

RE: 445-449 Cambridge Street Notice of Project Change Support Letter

Dear Chair Rojas:

As the City Councilor for District 9, I would like to express my support for the Notice of Project Change (the 'NPC') filed by ExCorde Capital (the 'Proponent') for the proposed 445-449 Cambridge Street project in the Allston neighborhood of Boston.

A version of this project was originally approved by the Boston Planning & Development Agency ('BPDA') Board in August 2020. Since that time, the project has undergone several revisions. With this NPC, the Proponent has proposed to construct a multifamily residential project approximately 208,189 GSF in size that will include 200 rental housing units and ground-floor retail space.

My reasons for support of this project include the following:

- *Housing Component:* The 445-449 Cambridge Street project will deliver 200 units of much needed housing in Allston Village. The project will include 29 income-restricted IDP rental units made available at Area Median Incomes ranging from 70% to 110%. I appreciate that this project will revitalize a key parcel in Allston Village and will include a significant number of income-restricted units.
- *Relocation Assistance for Impacted Small Business:* With this NPC, the proposed project site now includes 445 Cambridge Street, a parcel occupied by a commercial building that houses Allston Billiards. Allston Billiards is a small, veteran-owned pool hall business that has operated from 445 Cambridge Street for ~14 years. The Proponent has met with owners of the billiard hall and has expressed willingness to make a good faith effort to assist with its relocation- offering either to assist the business in securing a new permanent location, or a temporary location that would then allow the billiard hall to return to a retail space in the new project. I appreciate the Proponent's commitment to continued collaboration with the owners of Allston Billiards.
- *Arts and Culture Benefits and Mitigation:* The Proponent has agreed to designate 8 of the on-site IDP units as Artist IDP units. The project will also include approximately 1,600 SF of shared artist/work space for use by artist tenants. I appreciate the inclusion of these measures and expect the Proponent to continue to work with the Mayor's Office of Arts and Culture on the delivery of these items.

Finally, I am also appreciative of the project's other associated community benefits and mitigation measures, which include improvements to the adjacent public realm, a contribution to the Boston Parks & Recreation Department for improvements to the nearby Penniman Park, and a significant contribution to



Boston City Council

PRESIDENT LIZ BREADON
Councilor – District 9

the Allston-Brighton Community Development Corporation to further their affordable housing projects in the neighborhood.

Provided that all agreed-upon mitigation measures and benefits are documented in the project's Cooperation Agreement, I support this project.

Sincerely,

A handwritten signature in blue ink that reads "Elizabeth Breadon".

Liz Breadon
President, Boston City Council
Boston City Councilor, District 9

cc: Jeffrey Thomas, Communications and Intergovernmental Relations Specialist, City of Boston Planning Department
Dylan Norris, Project Manager, City of Boston Planning Department

MEMORANDUM

FEBRUARY 12, 2026

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

FROM: CASEY HINES, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
MEGHAN RICHARD, SENIOR URBAN DESIGNER
MARCO SANCHEZ, LANDSCAPE ARCHITECT II
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER
DANIELA ESPINOSA, TRANSPORTATION PLANNER I
AHREHON THOMPSON, PLANNER II
CAMILLE PLATT-DECOSTA, SENIOR PROJECT MANAGER

SUBJECT: 190 BOWDOIN STREET, DORCHESTER

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency (“BPDA”) authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 190 Bowdoin Street in Dorchester (the “Project Site” and “Proposed Project” respectively), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (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 Project Site is located in Dorchester’s Greater Bowdoin-Geneva Neighborhood where it is served by MBTA bus routes 15, 17 and 19. It measures approximately 0.4 acres (18,627 square feet) and fronts Bowdoin Street to the south and has a small frontage on Olney Street to the north. The Project Site is currently occupied by a

vacant single-family home with a detached garage. There is a curb cut on the east edge of the Bowdoin Street frontage that connects the driveway and garage. The Project Site has a retaining wall along the south frontage, which is typical of adjacent properties, and several poorly maintained trees. VietAID acquired the Project Site in January 2024 from the Hollins family with the intent of replacing it with affordable housing. The Proposed Project will be named “Hollins Park” in their honor. The existing structure at 190 Bowdoin Street is a wood-frame, one-and-one-half-story, five-bay-wide by two-bay-deep, rectangular main block structure. A full-length porch and enclosed entrance were added to the south façade and a wood-frame, one-story, one bay-by-one bay addition was constructed on the west elevation of the main block in 1997. The garage was constructed in the late 19th century.

DEVELOPMENT TEAM

Proponent: Vietnamese American Initiative for Development, Inc. (VietAID)
42 Charles Street Ste E
Dorchester, MA 02122
George Huynh, Executive Director
Anna Clemens, Project Manager

Architect: Davis Square Architects
240A Elm Street
Somerville, MA 02144
Laura Cella-Mowatt, Principal

Legal Counsel: McDermott Quilty Miller & Hanley LLP
28 State Street, Suite 802
Boston, MA 02109
Nicholas J. Zozula, Esq. – Partner

DESCRIPTION AND PROGRAM

The Proposed Project will be a 100% affordable new construction residential project consisting of thirty-three (33) units of family rental housing. The unit mix includes eleven (11) one-bedroom units, eighteen (18) two-bedroom units, and four (4) three-bedroom units. Two-thirds of these apartments will be family-sized units of two and three bedrooms, supporting the long-term presence of families in the City of Boston.

The Proposed Project design consists of a four-story residential building, which is appropriate for the surrounding context. The Proposed Project will provide approximately eight (8) off-street vehicular parking spaces, and approximately thirty-six (36) bike parking spaces. The Proposed Project will also include a main lobby containing a management office and a community room and adjoining roof deck to be enjoyed by residents. An elevator will provide access to the lobby, community and living spaces, and all residential units. The Proposed Project will seek Passive House design certification and may also seek Enterprise Green Communities certification. At least 10% of the units will be Group 2 accessible units. The table below summarizes the Proposed Project’s key development metrics.

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	35,932
Gross Floor Area	25,088
<i>Residential</i>	24,100
<i>Office</i>	225
<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>	733
<i>Cultural</i>	0
<i>Parking</i>	7,400
Development Cost Estimate	\$23,624,380
Residential Units	33
<i>Rental Units</i>	33
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	33

Maximum Parking spaces	8
<i>Long-term Bicycle Parking</i>	36
<i>Short-term Bicycle Parking</i>	8
<i>Location of Bike Room</i>	Bike room is in the basement. VietAID is open to hosting Bluebikes at our site and is happy to discuss during the Article 80 process. Similarly, we are open to discussing the number of short-term bike parking spaces around the site for public use.
<i>Bluebike Docks</i>	
<i>Bluebike Stations</i>	
<i>Minimum Monetary Bluebike Contribution</i>	
<i>Loading Bays</i>	

ARTICLE 80 REVIEW PROCESS

On September 19, 2025, the Proponent submitted an Application for Small Project Review with the Boston Planning Department pursuant to Article 80E of the Code. On November 3rd, 2025, the Boston Planning Department hosted a virtual public meeting for the Proposed Project. The public meeting was advertised in the local paper, a notice was posted on the Boston Planning Department’s calendar, and an email notification was sent out to all subscribers of the Boston Planning Department’s Dorchester email update list. The comment period was extended and concluded on November 17th, 2025.

PLANNING AND ZONING CONTEXT

The Proposed Project is in a 3F-5000 subdistrict of the Dorchester Neighborhood Zoning Subdistrict. This section of Bowdoin Street is primarily characterized by residential use, and it is at the edge of the mixed-use environment of Bowdoin-Geneva Main Street District. The Project Site is within walking distance of the MBTA’s Commuter Rail Four Corners/Geneva and Field’s Corner stations, and the neighborhood is served by MBTA bus routes 15, 17 and 19.

Housing a Changing City: Boston 2030 (2018) and The Boston Housing Strategy 2025 plan call for the increased production of housing to meet affordability goals,

which this project will contribute to. As a non-profit community development organization, the provision of income-restricted housing is mission-aligned for the Proponent, VietAID. Additionally, the Proposed Project is aligned with Fairmount Indigo Planning Initiative Geneva Ave/Four Corners Station Area Plan's (2014) recommendations for building scale, use, and provision of open space. The Proponent also worked with Boston Planning Department staff to redesign bicycle parking access to better align with Boston's design standards and improve safety.

Taking into consideration the surrounding context and the historic character of the neighborhood, Boston Planning Department staff helped shape the proposed design to ensure that building dimensions are contextually appropriate with adequate open space and exposure to natural light and air for all residents. Boston Planning Department staff recommend zoning relief for dimensional and use violations of Article 65 of the Zoning Code. While multifamily use is consistent with the existing context, more than three units per lot is forbidden in this 3F subdistrict of the Dorchester Neighborhood Zoning District. Additionally, the Proposed Project's dimensions will require zoning relief for minimum front, side, and rear setbacks, as well as maximum height and FAR. The proposed dimensions are typical for existing buildings in the area that comprise the vibrant streetscape. The rear yard condition is unique, given the irregular rear lot line, which is not perpendicular to the side lot lines, and will provide usable open space for the residents. Although the Proposed Project requires zoning relief, the proposed four (4) story building fits the context of the existing corridor. The Proposed Project complies with requirements for minimum lot size.

URBAN DESIGN

- **Driveway Location:** Minimize the negative impacts of parking by locating the parking access off of Bowdoin Street using the existing curb cut and allowing for an active street wall on Bowdoin Street. If repairs need to be made to the existing curb cut, the newly repaired curb cut will be no more than twelve (12') feet in length in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. Access design and circulation are subject to Design Review. All driveway curb cuts must maintain flush sidewalks with monolithic concrete. All curb cuts will seek a curb cut permit and approval from the PWD and/or PIC process.
- **Street Trees:** The Proponent has committed to installing at least one (1) street tree in and around the Project Site as part of the site plan

improvements and enabling infrastructure associated with the Proposed Project. 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.

- **Existing Public Shade Trees:** The Public Shade Trees along Bowdoin Street are subject to the protections of M.G.L. Chapter 87 and the Boston Tree Canopy Ordinance. Any proposed impact to Public Shade Trees, including but not limited to removal, canopy pruning, or root pruning, requires approval per these regulations. Approvals required by M.G.L. Chapter 87 must be granted prior to the Proposed Project proceeding to a Public Improvement Commission New Business hearing.
- **Landscape Plan:** Installation/planting of at least one (1) street tree(s) in and around the Project Site as part of the site work associated with the Proposed Project, subject to review and approval by the Public Improvement Commission ("PIC") and/or the Boston Parks and Recreation Departments ("BPRD"), if/as needed. A detailed landscape plan must be included with the construction drawings to be submitted to the Boston Planning Department for the Proposed Project for review and approval prior to building permit submittal.
- **Design Continuation:** The Proposed Project will continue significant design review with the Boston Planning Department and Mayor's Office of Housing following zoning entitlements and prior to issuance of stamped drawings. Though the proponent has improved the massing and overall layout, the design of the façade is still under-developed and City staff will continue to work with the design team on the overall design approach through continued review of materials, etc.

SUSTAINABILITY & RESILIENCY

In support of Boston's carbon-neutral goals, the Proposed Project will be designed to meet Boston's Net Zero Greenhouse Gas standards and has a modeled preliminary Building 2035 pCEI 0.37 kg CO₂e/sf-yr. Upon occupancy, the building will have a Building Emissions Reduction Disclosure Ordinance (BERDO) operational carbon limit of zero kg CO₂e/sf-yr.

The proposed building will include a well-insulated air-tight enclosure, efficient all-electric heat pump space conditioning and DHW heating systems, a centralized ERV system, and meet Passive House and Enterprise Green Communities certification requirements.

The Proposed Project will further assess solar PV, with the final amount to be determined by Design Filing. The Proposed Project will assess solutions for achieving NZC operations, including purchasing renewable electricity, REC's, using Boston Community Choice Electricity Program's "Green 100" option, or making BERDO alternative compliance payments.

ZONING

The Project Site is within the 3F-5000 subdistrict ("3F-5000") of the Dorchester Neighborhood Zoning District ("Dorchester Neighborhood") and is regulated pursuant to Article 65 of the Zoning Code.

Pursuant to Article 65, Table A, a multifamily dwelling (4+ units) is a Forbidden Use in the 3F-5000. Accordingly, the Proposed Project will require a Use Variance from the Zoning Code to authorize a Multifamily Residential Use in the 3F-5000.

As the Proposed Project will be 100% affordable, pursuant to Text Amendment No. 454 (December 2021) and the amended Article 23, it is exempt from off-street parking requirements, although we note that this does not appear to be codified in Article 65 of the Zoning Code as of yet. However, as this Project proposes 100% affordable units, the applicable parking requirements should be zero (0) spaces. Under Article 65, Table G, residential projects with 15,001-49,999 SF of GFA must provide one (1) off-street loading bay.

Upon pending review by the Inspectional Services Department, the Proponent anticipates that the Proposed Project will require zoning relief for the following:

1. Article 65, Section 8 – MFR Use is Forbidden
2. Article 65, Section 9 – Minimum Lot Width
3. Article 65, Section 9 – Minimum Lot Frontage
4. Article 65, Section 9 – Floor Area Ratio Excessive
5. Article 65, Section 9 – Building Height Excessive (Stories)
6. Article 65, Section 9 – Building Height Excessive (Feet)
7. Article 65, Section 9 – Front Yard Insufficient

8. Article 65, Section 9 – Side Yard Insufficient
9. Article 65, Section 9 – Rear Yard Insufficient
10. Article 65, Section 41 – Off-Street Loading Insufficient

MITIGATION & COMMUNITY BENEFITS

VietAID is committed to improving the Project Site and providing community benefits as part of the redevelopment of 190 Bowdoin Street into Hollins Park. The Proposed Project will provide the following community benefits:

- Provide 33 new affordable rental units, which will benefit the Greater Bowdoin-Geneva community in Dorchester and the whole of Boston.
- Support the long-term presence of families in the City, reserving two-thirds of these new homes for family-size units of two- and three-bedrooms.
- Provide approximately 36 long-term bike spaces in an interior bike parking room with access to the interior and exterior, in addition to 8 short-term bike spaces located in the public right-of-way, per the City of Boston Bike Parking Guidelines.
- Prioritize preservation of as many mature healthy trees as practicable, with plans to plant new trees.
- Contribute public realm improvements that will benefit the community, which may include, but is not limited to, compliance to Complete Street Guidelines dimensional guidelines, sidewalk replacement, new street lighting, relocation of the curb cut, tree pit improvements, public-use bicycle parking, bikeshare facilities, and upgrades to pedestrian safety as appropriate.
- Help the City meet its sustainability goals by constructing a building that is both Passive House certified and Enterprise Green Communities certifiable.
- Replace a vacant building with new residences, activating the location and improving safety.
- Mitigate any on-site contamination encountered during construction (There are no release tracking numbers (RTNs) associated with the Project Site and nearby RTNs consist of closed out Class A2 RAOs posing no significant risk).

HOUSING PROGRAM AND INCLUSIONARY ZONING

Projects financed as one entity and where at least 40% of the units are income-restricted are exempt from Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 (“IZ”). The Proposed Project is financed as one entity and contains thirty three (33) total units including thirty three (33) income-restricted residential rental units, equaling 100% of the total units, thus surpassing 40% of the total units. As such, the Proposed Project is exempt from Inclusionary Zoning.

The residential rental units within the Proposed Project shall include approximately eight (8) units made available to households with incomes not more than 30% of Area Median Income (“AMI”), as published by the United States Department of Housing and Urban Development (“HUD”), approximately eight (8) units made available to households with incomes not more than 50% of AMI, and approximately seventeen (17) units made available to households within incomes not more than 60% of AMI. Additionally, four (4) of the 30% of AMI units will be set aside for homeless households.

The affordability of the Proposed Project will be finalized through the public funding process, and the ongoing affordability of the Proposed Project will be monitored under a MassDocs agreement. The Proposed Project has been issued City of Boston Affordable Housing Acceleration Certificate No. EO2525.

RECOMMENDATIONS

The Proposed Project complies with the requirement 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 pursuant to Section 80E-6 of the Code in connection with the Proposed Project; and (2) take any other actions and execute any agreements and documents that 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 Code, approving the 190 Bowdoin Street development consisting of a new construction building containing approximately thirty-three (33) income-restricted

residential units, approximately eight (8) off-street vehicular parking spaces, and approximately thirty-six (36) bike parking spaces, subject to continuing significant design review by the BPDA; and

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

MEMORANDUM

SEPTEMBER 18, 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
MICHELLE YEE, PLANNER I
MEGHAN RICHARD, SENIOR URBAN DESIGNER
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II
DANIELA ESPINOSA, TRANSPORTATION PLANNER I
EBONY DAROSA, SENIOR PROJECT MANAGER

SUBJECT: 1740 HYDE PARK AVENUE, HYDE PARK

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency (“BPDA”) authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 1740 Hyde Park Avenue in the Hyde Park neighborhood (the “Proposed Project”) of Boston, in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the “Code”); (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and 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 11,251 square foot parcel of land on Hyde Park Avenue in Hyde Park (the “Project Site”) The Proposed Project is adjacent to the Readville Commuter Rail Station and is a short walk to Wolcott Square. The Project Site currently has a one-story aluminum building that will be razed to make way for the new residential building.

DEVELOPMENT TEAM

The development team consists of:

Developer/Proponent:

Nitro Realty Trust
Edmund Hamilton
PO Box 173
Readville, MA 02137

Legal Counsel:

Pulgini and Norton, LLP
John Pulgini, Esq.
Justin A. Byrnes, Esq.
10 Forbes Road Suite 410
Braintree, MA 02184

Architecture:

JGE Architecture & Design
Jonathan C. Garland
40 Court Street, Suite 200
Boston, MA 02108

Land Survey/Civil Engineering:

Feldman Geospatial
Mark J. Guerard Jr., PLS
152 Hampden Street
Boston, MA 02119

PROPOSED PROJECT

The Proposed Project will consist of a new five (5) story, residential building, totaling approximately 43,319 sf and containing up to forty-two (42) residential rental units. The Proposed Project will also contain a rooftop deck, nineteen (19) parking spaces provided at-grade, and forty-two (42) residential bicycle parking spaces. The residential rental units include approximately eighteen (18) one-bedroom units, twenty-two (22) two-bedroom units, and two (2) three-bedroom units.

The table below summarizes current estimates for the Proposed Project’s key Statistics.

Estimated Project Metrics	Proposed Plan
Gross Square Footage	43,319
Gross Floor Area	33,819
<i>Residential</i>	33,819
<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>Mechanical/Storage</i>	
<i>Parking</i>	10,579
Development Cost Estimate	\$12,000,000
Residential Units	42
<i>Rental Units</i>	42
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	7
Parking spaces	19

PLANNING AND ZONING CONTEXT

The Proposed Project at 1740 Hyde Park Avenue is located in the Hyde Park Neighborhood Zoning District’s Local Industrial (LI-2) Subdistrict, governed by Article 69 of the Zoning Code. Although the proposed use and dimensions do not align with this zoning designation, they are consistent with the emerging mixed-use cluster along this section of Hyde Park Avenue. The current zoning dimensional regulations assume lower-scale industrial building typologies with a higher lot coverage, which limits the ability to provide much-needed public realm and open space improvements in residential redevelopments.

The Proposed Project also falls within the study area of the Fairmount Indigo Planning Initiative, which was released in October 2015, due to its proximity to the MBTA Readville Commuter Rail Station. The Initiative envisioned this area as a future economic center, highlighting opportunities for infill housing, transit-oriented development, and continued streetscape improvements. The Proposed Project aligns with these goals as it contributes new housing and further activates the emerging mixed-use corridor along this section of Hyde Park Avenue.

While the Proposed Project will need variances for dimensional regulations including use, height, and FAR, the Proposed Project was designed in consideration of the emerging mixed-use corridor on Hyde Park Avenue. Additionally, public realm and sidewalk improvements were designed in collaboration with staff to ensure consistency with Complete Street Guidelines, including the installation of four new street trees. Zoning relief is appropriate given the Proposed Project's consistency with the local planning context, as well as the provisions of Section 7-3 of the Zoning Code.

ARTICLE 80 REVIEW PROCESS

On June 30, 2025, the Proponent filed a Small Project Review Application ("SPRA") pursuant to Article 80E of the City of Boston Zoning Code ("the Code"). The SPRA was sent to the City's public agencies/departments and elected officials.

The BPDA sponsored and held a virtual public meeting for the Proposed Project on July 22, 2025. The public comment period in connection with the Proponent's submission of the SPRA ended on July 30, 2025.

The virtual public meeting was advertised in the relevant neighborhood newspapers and posted to the BPDA's website and a calendar notification was sent to all subscribers of the BPDA's Hyde Park neighborhood updates. Local city and state elected officials received notification of the public meeting via email. The presentation and a recording of the virtual public meeting was published to the 1740 Hyde Park Avenue project webpage on the BPDA website.

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 within or residential leasable square footage within Article 80E Small Project developments are designated as IZ units. In this case, seven (7) units or approximately 16.67% of the total number of units within the Project will be designated as income-restricted units (the “IZ Units”), and will be made available to households with incomes not more than 60% of the Area Median Income (“AMI”) based upon the 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 rental limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rental Price	Group-2
101	Two-Bedroom	825	60%	\$1,680	
103	Two-Bedroom	819	60%	\$1,680	Group-2
205	One-Bedroom	629	60%	\$1,484	
206	One-Bedroom	598	60%	\$1,484	
209	One-Bedroom	729	60%	\$1,484	
304	Two-Bedroom	831	60%	\$1,680	
307	Two-Bedroom	961	60%	\$1,680	

The location of the IZ Units will be finalized in conjunction with MOH staff and outlined in an Affordable Rental Housing Agreement and Restriction (“ARHAR”), and rents and income limits will be adjusted with MOH and rents and income limits will be adjusted according to MOH published maximum rental and income limits, as based on HUD AMIs, available at the time of the initial sale 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 Compliance for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission (“BFHC”) upon issuance of the building permit. The IZ Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC. 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 one (1) income-restricted 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.

The Proposed Project's on-site IZ Units, as proposed, are approximately 16.08% of leasable residential square footage, and therefore a partial unit payment is due to fully satisfy IZ requirements, estimated to be \$112,828.80 as currently proposed. Any payment in lieu of units will be calculated with MOH and paid by the Proponent into the City of Boston Treasury to the IDP Special Revenue Fund ("IDP Fund"), at a rate of \$365 per square foot (per IZ for Zone C), for a total amount of any positive value difference between 17% of total residential leasable square footage of the project and the square footage of any on-site units restricted at an average of 60% of Area Median Income. Final determination of any payment amount may be subject to be recalculated upon any residential square footage changes within the project design and construction. Payment of 50% of the amount is due at the issuance of a full building permit, and payment of the other 50% is due at the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy.

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.

MITIGATION & COMMUNITY BENEFITS

Anticipated Public Improvement Commission (“PIC”) actions include specific repairs and a pedestrian easement. The specific repairs scope includes: bike lane and buffer zone; realigned granite curb; porous paving sidewalk furnishing zone; street trees; street light relocation and a concrete sidewalk pedestrian zone. PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project.

In compliance with Boston’s Complete Streets Policy, the Proponent will setback their building to create a wider sidewalk on Hyde Park Avenue within the bounds of their property within the public way. The Hyde Park Avenue sidewalk Pedestrian Zone will maintain at least eight (8) feet clear accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. The sidewalk Furnishing Zone will be constructed of pervious pavement at a minimum dimension of four (4) feet as measured from the back of curb. Following Board approval, the Proponent should anticipate working with Staff to confirm the proposed design for tying back sidewalk improvements into the adjacent existing sidewalk.

Porous paving within the sidewalk Furnishing Zone should meet all applicable requirements of the Streets Green Infrastructure Policy. Staff recommends use of Resin Bound Aggregate where paving occurs within the sidewalk Furnishing Zone and that the streetscape be constructed to City standards including but not limited to Public Works standard details G.124, G.362, and G.331.

The Proponent has committed to installing at least four (4) street trees within the public right-of-way as part of the site plan improvements and enabling infrastructure associated with the Proposed Project. The installation of the proposed street trees, in coordination with the PIC and/or Parks Department, shall be completed before Certificate of Occupancy issuance for the Proposed Project.

The physical mitigation improvements must be completed prior to issuance of the Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (“BTD”), Public Works Department (“PWD”), PIC, and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.

In compliance with the City of Boston Bicycle Parking Guidelines, the project will include forty-two (42) residential bike parking spaces in an enclosed interior room, as well as eight (8) visitor bike parking spaces.

Prior to issuance of the Certificate of Approval, the Proponent shall make an eleven thousand, five hundred fifty-dollar (\$11,550) contribution to the Boston Transportation Department to support the bike share system.

The Proponent has committed to relying on primary vehicular access through 1702 Hyde Park Avenue through an existing easement.

The Proposed Project will rely on access through an existing easement over MBTA property as a secondary access/egress point to and from the project site. Prior to building permit issuance, the proponent should work with MBTA Real Estate to record and, where necessary, update the existing easement to reflect current and future use, including provisions for maintenance, liability, and access.

RECOMMENDATION

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval pursuant to Section 80E-6 of the Code in connection with the Proposed Project (2) enter into a Community Benefits Agreement and or any and all other agreements and documents that the Director deems necessary and appropriate 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 development at 1740 Hyde Park Avenue in the Hyde Park neighborhood of Boston, proposed by Nitro Realty Trust (the "Proponent"), for the construction of five (5) story, residential building, totaling approximately 43,319 sf and containing up to forty-two (42) residential rental units, also containing a rooftop deck, nineteen (19) parking spaces provided at-grade, and forty-two (42) residential bicycle parking spaces (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 ("BRA"); and

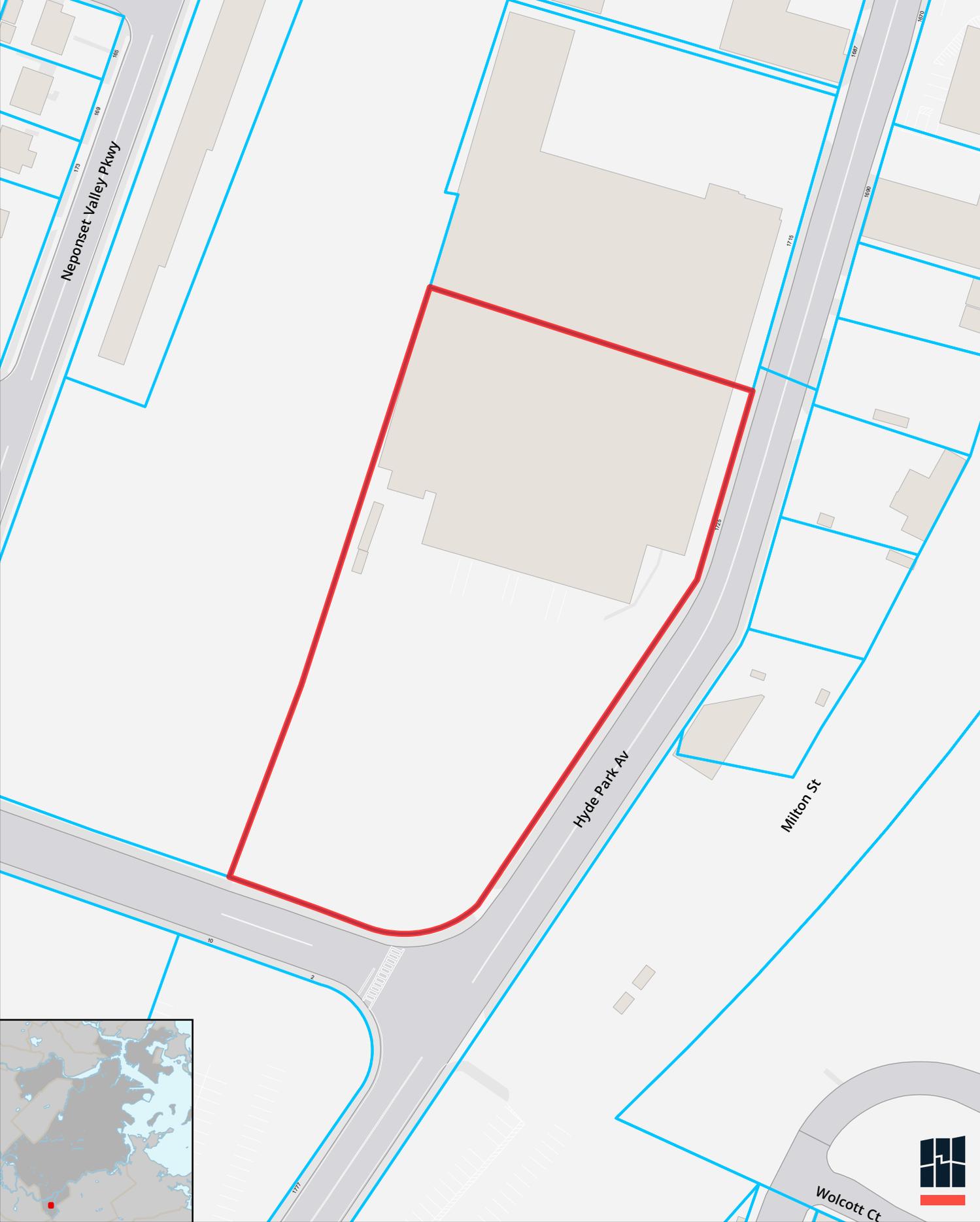
**FURTHER
VOTED:**

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

1740 Hyde Park Avenue



1:1,200



1740 Hyde Park Avenue



MEMORANDUM

November 13, 2025

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

FROM: CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NUPOOR MONANI, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
DANIEL POLANCO, PROJECT MANAGER
SCOTT SLARSKY, SENIOR ARCHITECT/URBAN DESIGNER
SAM VALENTINE, SENIOR LANDSCAPE ARCHITECT II
ILANA HAIMES, PLANNER II
DANIELA ESPINOSA, TRANSPORTATION PLANNER

SUBJECT: 555 TALBOT AVENUE, DORCHESTER

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 555 Talbot Avenue in the Dorchester neighborhood (the "Proposed Project"), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed project.

PROJECT SITE

The project site is approximately 9,000 square feet in size and is currently the location of a single-story restaurant with a paved driveway. The proposed project is located approximately 350 feet from Ashmont Station on the MBTA's Red Line, which, in addition to rapid transit service, provides access to MBTA bus routes 15, 18, 21, 22, 23, 24, 26, 215, 217, and 240.

DEVELOPMENT TEAM

The development team consists of:

Developer/Proponent:

555 Talbot Avenue LLC
Mark Little, Principal
190 Old Colony Avenue
South Boston, MA 02127

Legal Counsel:

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

Architecture:

RODE Architects, Inc.
535 Albany Street, #405
Boston, MA 02118
Contact: Michael Dellefave

Community Engagement:

Catherine M. O'Neill, WBE/SLBE
174 Savin Hill Avenue
Dorchester, MA 02125

PROPOSED PROJECT

The proposed project consists of a new six-story mixed-use building at 555 Talbot Avenue in the Ashmont Station area of Dorchester. The new building will contain thirty-three (33) residential rental apartment units, including 17% income-restricted units pursuant to Article 79 Inclusionary Zoning requirements. On the ground floor will be an approximately 3,648 square foot restaurant serving the local community. Also, on the ground floor level will be secure storage for forty-six (46) bicycles, as well as the residential lobby and the building's residential and commercial trash rooms. The residential units will consist of twenty-three (23) one-bedroom units, eight (8) two-bedroom units, and two (2) three-bedroom units.

PLANNING AND ZONING CONTEXT

The Proposed Project is located at the intersection of Talbot Avenue and Dorchester Avenue in the Dorchester neighborhood. The development site fronts Peabody Square Plaza, an open-air public paved area with colorful pavement, street trees at the interface between the plaza and the sidewalk, and an array of seating. Within less than one-quarter mile of the development site are myriad bus lines as well as the Ashmont MBTA Station for the Red Line. Based on its proximity to transit and a Bluebikes hub, this project fits into Go Boston 2030 and the City's overarching goals of fostering transit-oriented development to connect neighborhood centers and support community life.

The built environment is varied in the immediate geography around Ashmont station. Along the side streets stemming from Dorchester Avenue the prevailing building typology is 2 - 3 story residences with small, planted yards and a significant volume of mature trees. The intersection of Dorchester Avenue with Talbot Avenue and Ashmont Street is similarly lower-scaled, with taller 6-story multifamily surrounding Ashmont station (see images below). These buildings have a strong street wall presence with 0' front and side lot line conditions, wide ground floor windows, and a variety of primarily food and beverage retailers. Additional height and density in excess of current zoning requirements on the project site is appropriate and respects the scale of its immediate abutters.

The Proposed Project is located in Article 65, the Dorchester Neighborhood District, within a Multifamily Residential/Local Service (MFR/LS) subdistrict. The proposed project is also within a Neighborhood Design Overlay District (NDOD). As proposed, the project is twice as tall as the zoning requirements and is far denser than allowed by zoning. The proposed dimensions consider the narrow and shallow nature of the parcel, and its location adjacent to a steep grade change to the rear. Additional considerations for density above the zoning requirement include the existing neighborhood fabric and proximity to major transit opportunities.

TRANSPORTATION CONTEXT

The proposed project aligns substantially with the City of Boston's strategic development goals as outlined in both the Imagine Boston 2030 and Go Boston 2030 planning initiatives. The project's prime transit-oriented location satisfies key priorities identified by the Planning Department for increased housing density near public transportation nodes, particularly along the transit-rich corridors that serve as the backbone of Boston's sustainable growth strategy.

The Ashmont Station area, with its convergence of rapid transit, light rail, and multiple bus routes, represents one of Boston's most significant transit-oriented development opportunities. As the southern terminus of the Red Line's Ashmont branch and the northern terminus of the Mattapan Line, Ashmont Station provides direct access to downtown Boston, Cambridge, and the broader metropolitan region. The project site's immediate proximity to this multimodal transit hub exemplifies the type of transit-oriented development specifically called for in the Fairmount Corridor and Dorchester investment strategies outlined in Imagine Boston 2030.

From a transportation planning perspective, the proposed project supports sustainable mobility goals by leveraging existing transit infrastructure and reducing automobile dependency through its intentional elimination of parking spaces. This approach aligns with the Go Boston 2030 Vision and Action Plan's emphasis on creating walkable, transit-accessible neighborhoods that reduce reliance on private vehicles. The location's exceptional transit accessibility, with Red Line rapid transit, Mattapan Line light rail, and multiple MBTA bus routes (15, 18, 21, 22, 23, 24, 26, 215, 217, and 240) within immediate walking distance, supports the city's comprehensive transportation strategy for transit-oriented development.

The project's approximately 18% affordable housing component exceeds the requirements of Article 79 Inclusionary Zoning, further supporting the City's goals for equitable housing production in transit-accessible neighborhoods. This approach directly advances the anti-displacement and affordability priorities identified in the Imagine Boston 2030 plan for the Fairmount Corridor, ensuring that transit-oriented development benefits include access for residents across income levels. The 33-unit density will contribute meaningfully to the city's housing production targets while maintaining neighborhood compatibility and supporting the continued transformation of Peabody Square as a vibrant, mixed-use destination.

ARTICLE 80 REVIEW PROCESS

On June 30, 2025, the Proponent filed a Small Project Review Application (“SPRA”) pursuant to Article 80E of the City of Boston Zoning Code (“the Code”). The BPDA hosted a virtual public meeting for the Proposed Project on August 12, 2025. The public comment period in connection with the Proponent’s submission of the SPRA ended on August 29, 2025.

The virtual public meeting was advertised in the relevant neighborhood newspapers and posted to the BPDA’s website and a calendar notification as sent to all subscribers of the BPDA’s Dorchester neighborhood updates. Local city and state elected officials received notification of the public meeting via email. The presentations and recordings of the virtual public meetings were published to the 555 Talbot Avenue project webpage on the BPDA website.

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 residential square footage within Article 80E Small Project developments are designated as IZ units. In this case, six (6) units or approximately 18.18% of the total number of units and 17.87% of leasable residential square footage of project will be designated as income-restricted units (the “IZ Units”), with all six (6) units being 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 rental price limits.

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)	Percent of AMI	Maximum Rent	Group 2
204	One-Bedroom	772	60%	\$1,484	Group-2A
302	One-Bedroom + Den	899	60%	\$1,484	
307	One-Bedroom	726	60%	\$1,484	
406	Two-Bedroom	914	60%	\$1,680	

503	Two-Bedroom	999	60%	\$1,680	
605	One-Bedroom + Den	774	60%	\$1,484	

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 rent prices 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:

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 one (1) income-restricted 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 price 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 rented to an income

eligible household, and MOH or its assigns or successors will monitor the ongoing affordability of the IZ Units.

ENABLING INFRASTRUCTURE

The project shall comply with the Streets Green Infrastructure Policy, which was updated as of April 4, 2025.

In compliance with Boston's Complete Streets Policy, the Proponent will make sidewalk and streetscape improvements to areas of the adjacent public right-of-way, including the existing pedestrian plaza area, with all sidewalk and other improvements are subject to design review and Public Improvement Commission ("PIC") approval.

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. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC. Anticipated PIC actions include Specific Repairs, including the closing of the curb cut and reconstruction of sidewalk paving along Dorchester Avenue, which will fully restore pedestrian use on the existing Peabody Square Plaza. Another PIC action will include discontinuance of the air rights associated with the portion of the building that is proposed to overhang the public right of way.

Access to Bike Parking must be 5'-0" minimum clear, including side yard alley shown on Exhibit Plan.

MITIGATION & COMMUNITY BENEFITS

The Proposed Project will provide community benefits for the Dorchester neighborhood and the City of Boston. The Proponent has made the following commitments:

- the creation of thirty-three new dwelling units in an attractive and energy-efficient new building, including 18% affordable IZ units, exceeding the City of Boston's Inclusionary Zoning requirements.
- generation of tens of thousands of dollars in revenue annually to the City of Boston once the project is completed in the form of new real property tax payments; and
- the expected creation of approximately more than 80 construction industry jobs to complete the proposed project.
- Per the City of Boston Bike Parking Guidelines, 38 long-term bicycle spaces in an interior bike parking room that is dimensionally compliant and easily accessible to the exterior, in addition to 8 short-term bicycle spaces that are easily and publicly accessible.
- \$10,425 payment to the Boston Transportation Department to be contributed prior to Certificate of Occupancy issuance for the Proposed Project to support the bikeshare system.
- in compliance with Boston's Complete Streets guidelines, the Proponent will make sidewalk and streetscape improvements, including public realm landscaping, to create a more pedestrian-friendly Dorchester Avenue experience.
- the avoidance of the negative traffic impacts on local streets and the environment of dedicated project parking by designing a proposed project that thoughtfully takes advantage of the site's near proximity to multimodal public transit.
- the creation of approximately 700 square feet of semi-public exterior space associated with the interior commercial space abutting Dorchester Avenue.
- Location and condition of proposed transformer is to be resolved through post-Board review, but it should be located in a subgrade vault as shown in current Exhibit
 - Any disturbance to the Plaza, its paving, or plantings by the purpose of the Project, including utilities, will be restored in-kind by the Proponent
- As Peabody Square Plaza will serve as a natural amenity space for residents of the Project, Post-Board review will include further discussion for a commitment by the Proponent to ongoing maintenance contributions for the Plaza.
- 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. These proposed improvements are subject to design review and approval by the

Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.

RECOMMENDATION

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval pursuant to Section 80E-6 of the Code in connection with the Proposed Project (2) enter into a Community Benefits Agreement and an Affordable Rental Housing Agreement and Restriction in connection with the Proposed Project, and any other agreements and documents that 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 Zoning Code in connection with the Proposed Project; and

FURTHER

VOTED: To execute and deliver a Community Benefits Agreement and any and all other agreements and documents that the Director deems necessary and appropriate in connection with the Proposed Project.

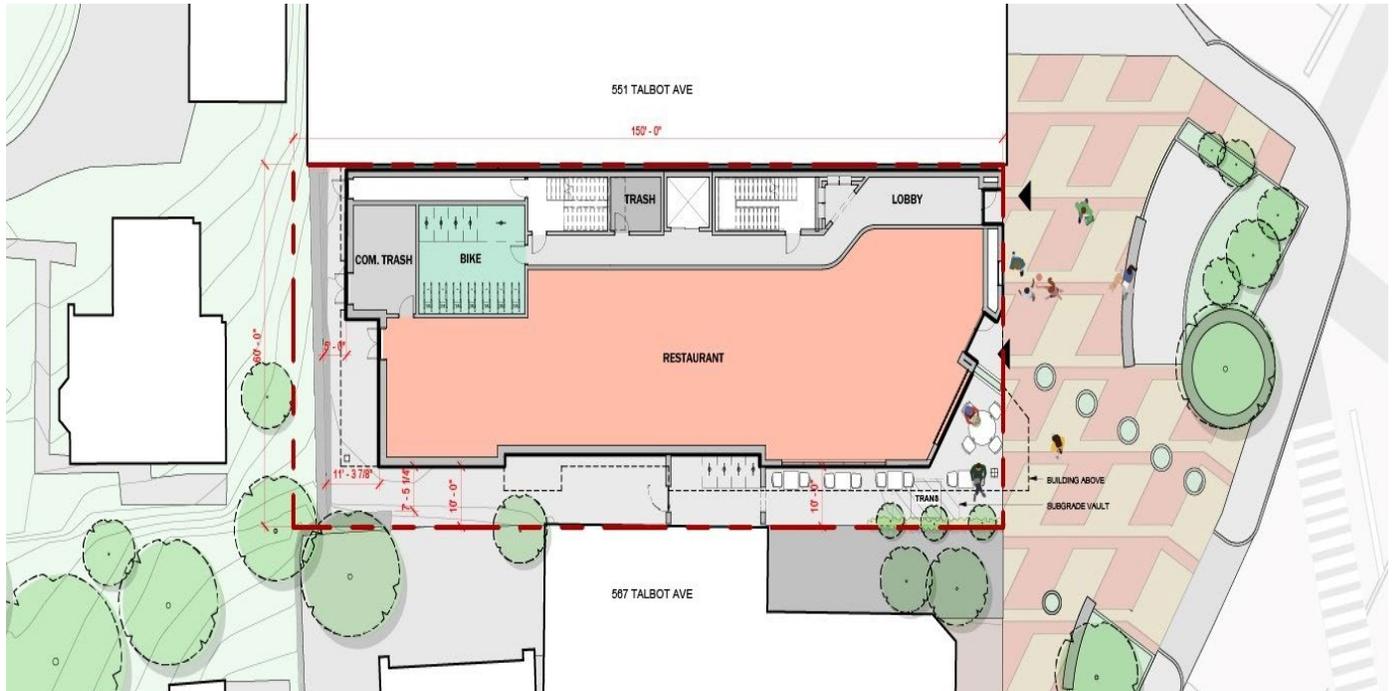
Exhibit A

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	37,776
Gross Floor Area	37,776
<i>Residential</i>	33,786
<i>Office</i>	0
<i>Retail</i>	3,990
<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	33
<i>Rental Units</i>	33
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	6
Maximum Parking spaces	0
<i>Long-term Bicycle Parking</i>	38
<i>Short-term Bicycle Parking</i>	8
<i>Location of Bike Room</i>	Ground floor
<i>Bluebike Docks</i>	0
<i>Bluebike Stations</i>	0
<i>Minimum Monetary Bluebike Contribution</i>	\$10,425
<i>Loading Bays</i>	0

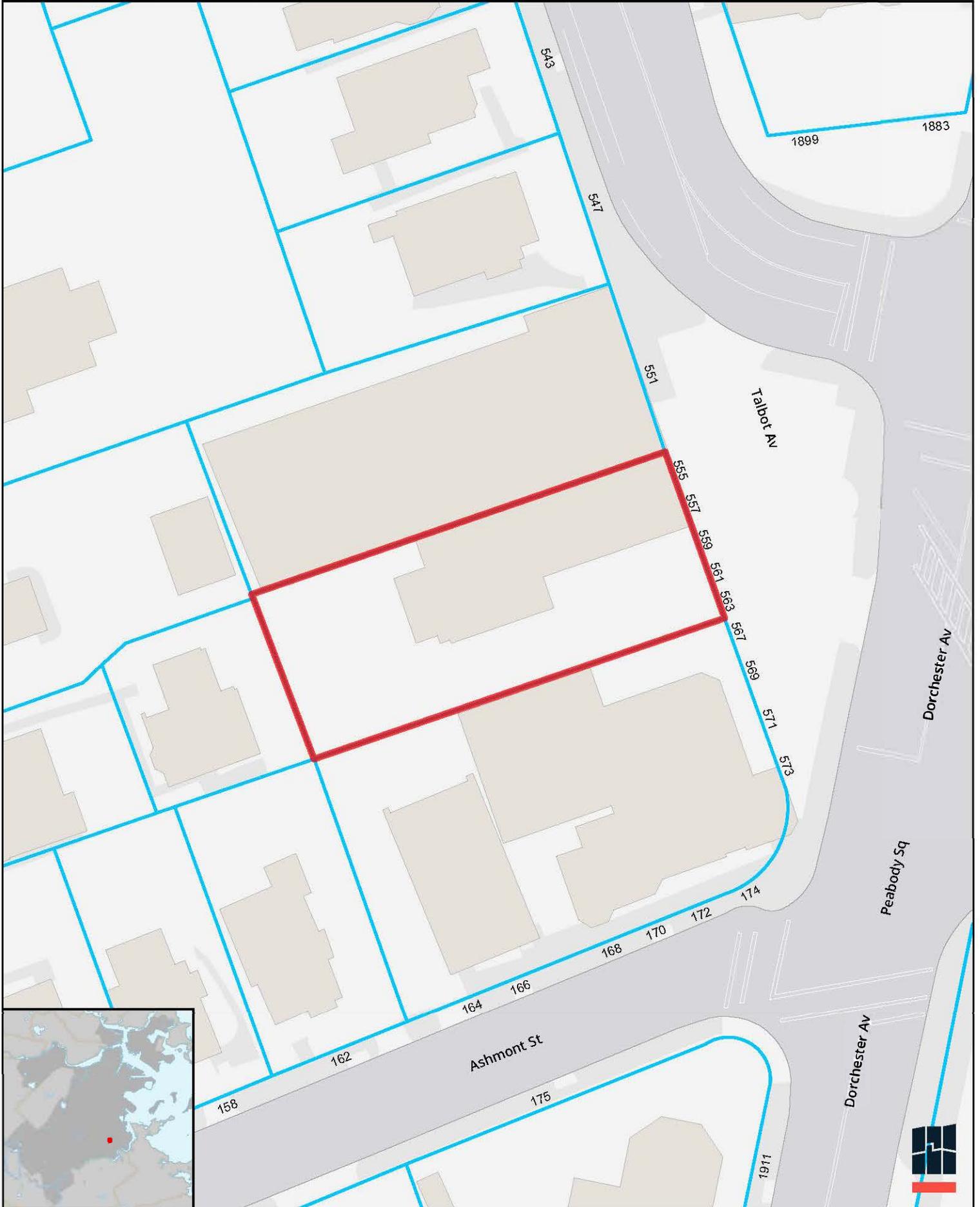
*The Planning Department uses this estimated cost to gain an understanding of the development environment in Boston. It is not necessary for you to project an exact cost, just the best estimate at this time. If you have have no realistic estimate and instead submit obvious placeholder data (e.g., \$1 million), the Planning Department reserves the right to replace that with an estimate based on a formula generated by the agency Research Department.

Data generated on:	11/5/2025 11:46:23
Planning Department PM: click here to access the data:	https://bpda.lightning.force.com/lightning/r/Project_c/a09Hp00000XN0AJIA1/view
Developer: click here to update the data:	developer.bostonplans.org
Project Name:	555 Talbot Avenue

Exhibit b



555 Talbot Avenue





Boston City Council
Brian Worrell
Councilor - District 4

November 13th, 2025

BPDA Board
1 City Hall Sq.
Boston, MA 02101

To BPDA Board Members,

I'm writing to express my support for 555 Talbot Ave LLC in their development proposal to build new housing and commercial space at 555 Talbot Ave Dorchester, MA 02124.

As the District 4 City Councilor, I'm committed to supporting family-friendly, equitable, and environmentally sustainable housing. 555 Talbot Ave LLC and its principal, Mark Little, are no stranger to this work. Their business model is rooted in building exceptional, community focused, and environmentally friendly new developments—and now they are looking to bring that same commitment to Peabody Square.

The team has done the necessary community engagement, meeting with the Ashmont Hill Neighborhood Association, the Ashmont Main Streets Association, abutters, and residents to align their plans with community priorities. I have closely followed their development projects around the City of Boston and I am proud to write in support of their proposed development to bring new housing and business directly to Dorchester.

If you have any questions, please don't hesitate to reach out to my office at (617) 635-3131.

Sincerely,

Brian Worrell

Brian Worrell
Boston City Council, District 4