



Planning Department

MEMORANDUM

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

FROM: Joanne Marques
Regulatory Planning & Zoning

DATE: December 3, 2025

RE: Planning Department Recommendations

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

Also included are the Board Memos for:

146 to 150 Milk ST Boston 02109
3430 to 3436 Washington ST Jamaica Plain 02130

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



Case	BOA1754594
ZBA Submitted Date	2025-07-25
ZBA Hearing Date	2025-12-04
Address	97 Horace ST East Boston 02128
Parcel ID	0101124000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	The proposal seeks to add dormers to an existing two-unit dwelling.
Relief Type	Conditional Use
Violations	Roof Structure Restrictions

Planning Context:

97 Horace St is located in East Boston and sits on the southeastern corner of the intersection of Horace St and Byron St. Adjacent to the property, along Byron St is the Temple Ohabei Shalom Cemetery that is privately owned. The subject property sits within a primarily residential neighborhood with some civic uses such as Salesian Heights Boys and Girl Club and the Brooke Charter school directly across the street. There is a wide range of building typologies and heights within the neighborhood ranging from triple deckers (three stories) to single families (one story). The project proposes adding dormers to an existing two-story dwelling with a pitched roof.

Zoning Analysis:

The subject property was cited for one issue, roof structure restriction. According to Section 53-25 (Roof Structure Restrictions), “ No structure may be added to an existing residential building without approval of a conditional use permit from the Zoning Board of Appeals (subject to Sections 6-2,6-2, and 6-4) Additionally, in reaching its decision, the Board of Appeal shall consider whether such roof structure has the potential of damaging the uniformity of height or architectural character of the immediate vicinity.” The dormers proposed at the subject property are an extension of the attic to creating more living space. They do not extend the height of the building but rather extend to the side of the property’s existing pitched roof. The proposed dormers will maintain the facade of the building and fit into the architectural character of the neighborhood.



Recommendation:

In reference to BOA1754594, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1788331
ZBA Submitted Date	2025-10-14
ZBA Hearing Date	2025-12-04
Address	1 Hudson ST Boston 02111
Parcel ID	0305294000
Zoning District & Subdistrict	Chinatown Historic Chinatown Protection Area
Zoning Article	43
Project Description	The proposal seeks a change of occupancy from a bakery to a bubble tea shop with take-out.
Relief Type	Conditional Use
Violations	Use: Conditional

Planning Context:

The proposed project sits in the Historic Chinatown Protection Area at 1 Hudson Street. The parcel is directly across from the Chinatown gate and is nestled amongst a number of popular restaurants and cafes including Waku Waku Ramen, Peach Farm, and the Hot Pot Buffet. Within the same block between Tyler St. and Hudson St. there are two other bubble tea cafes with take-out capability. The Rose Kennedy Greenway is less than 100 feet away from 1 Hudson, and just beyond the greenway Boston's South Station is 0.3 miles away. Molly Tea is a global brand of tea shops founded in Shenzhen, China. The location at 1 Hudson Street is anticipated to be the first Massachusetts location for the brand.

Zoning Analysis:

Chinatown's three Protection areas were established to protect the existing scale; the quality of the pedestrian environment; the character of the mixed-use neighborhood; and the concentration of the historic buildings within and abutting the defined areas. These areas also have specific regulations that dictate Allowed Uses, in some cases by floor, for their specific area. In the Historic Chinatown Protection Area, Take-Out on the first floor, whether large or small, is a Conditional Use, requiring review from the Zoning Board of Appeal.



Per Article 6-3 of the Boston Zoning code, the Board of Appeal may grant a Conditional Use provided that the specific site is an appropriate location for the proposed use; that the use will not adversely affect the neighborhood; there will be no serious hazard to pedestrians or vehicles from the use; no nuisance will be created by the use; and that there are adequate and appropriate facilities provided for the operation of the use.

Given the surrounding context, high pedestrian traffic that would warrant and enable take-out, and existing businesses that are similar in nature, zoning relief in the form of a Conditional Use permit is appropriate.

Recommendation:

In reference to BOA1788331, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1772325
ZBA Submitted Date	2025-09-04
ZBA Hearing Date	2025-12-04
Address	232 to 234 Commercial ST Boston 02109
Parcel ID	0303511000
Zoning District & Subdistrict	North End Neighborhood Waterfront NS
Zoning Article	54
Project Description	Change of use from an office to a cooking demonstration studio.
Relief Type	Variance
Violations	Use: Forbidden (Studio/Entertainment)

Planning Context:

The proposed plans convert a first floor office, currently occupied by a mortgage lender, into a studio for ticketed pasta-making demonstrations and instructional video recording. The existing building is located within the North End, approximately one-quarter mile from the Aquarium Blue Line MBTA Station. This area experiences high pedestrian traffic, being situated along the Harborwalk and adjacent to a mix of restaurants and small retail/commercial spaces. Given the highly active surrounding context, a cooking demonstration space here is appropriate.

Zoning Analysis:

This proposed use does not fit cleanly into an existing land use definition; it is being cited as a forbidden use. However, studios for arts and production and restaurant uses are all conditional on the first story within neighborhood shopping subdistricts pursuant to Article 54. These uses may be closely aligned with the proposed cooking demonstration space. This is a case for zoning reform, where the land use regulations do not accurately capture the range of proposed land uses in the neighborhood.

Plans reviewed are titled "Seven Hill Pasta Co.", prepared by Hacin, and dated April 2, 2025.

Recommendation:

In reference to BOA1772325, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1764003
ZBA Submitted Date	2025-08-14
ZBA Hearing Date	2025-12-04
Address	850 to 852 Summer ST South Boston 02127
Parcel ID	0603632001
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Expand existing ground floor fitness center through the conversion of square footage currently occupied by retail and office uses.
Relief Type	Variance
Violations	Forbidden Use (Fitness Center)

Planning Context:

The proposed project sits on the corner of Summer Street and E 2nd Street in the northern portion of South Boston's City Point neighborhood. Its surrounding context consists of two- to five- story mixed-use structures, occupied by a variety of commercial and multifamily residential land uses. The site is immediately accessible to transit, with stops for the MBTA's 7, 9, and 10 bus routes within a two block radius of the site.

The project site is occupied by an existing two-story structure, which is home to seven separate commercial and civic uses. Three of these seven establishments are located at the ground floor, and include: McKearney Associates Inc., HR Block, and Mystryde (a locally owned and operated fitness center). The proposed project seeks to expand the existing Mystryde fitness center by converting the square footage of the site's other two ground floor spaces to gym area (a net increase of roughly 6,000 square feet of area). No exterior alterations to the building are proposed as a part of the project. This scope, which allows an existing local business to grow in place and continue to serve its customer base, aligns with the work and goals of other City departments, like Economic Opportunity and Inclusion, and Small Business Development. As noted in Imagine Boston 2030, a core principle of planning citywide is to "encourag[e] job growth and small business growth."

Zoning Analysis:



Fitness centers are forbidden for the entirety of South Boston. Despite this, many exist and legally operate across the neighborhood. In fact, these establishments represent one of the most common service uses found in South Boston, especially along its commercial corridors, including this location. Because of this precedent, as well as the fact that the fitness center already exists, the proposed project is deemed appropriate for the site. Future zoning reform in South Boston should update land use allowances to make such uses allowed by-right, to better match regulation with the neighborhood's existing built context.

Plans reviewed titled, "Mystryde - South Boston," prepared by Balance Architects on June 9, 2025

Recommendation:

In reference to BOA1764003, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1757382
ZBA Submitted Date	2025-07-31
ZBA Hearing Date	2025-12-04
Address	79 Sheridan St Jamaica Plain 02130
Parcel ID	1900221000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-5000
Zoning Article	55
Project Description	The project will add an additional story to an existing three-story residential structure and will also add a rear addition with a deck.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient

Planning Context:

The property is located in a largely residential neighborhood in Jamaica Plain where most structures are two and a half to three stories tall. Most lots in the area are narrow which means structures are closely spaced with one another.

The project proposes to add an additional story to an existing three-story structure along with a rear addition and deck. The structure is located at the front of a large lot with a driveway that leads to the rear of the parcel and a narrow yard on the opposite side. There is also a notable change in grade between the north and south sides of the property. The structure is co-located with a second three-story residential structure in the rear of the property. The Planning Department's primary concern with the project is that both the top floor addition and the addition in the rear of the structure cross the neighbor's property line to the north.

Zoning Analysis:

The project is cited with three violations; excessive floor area ratio (FAR), building height (number of floors) excessive, and insufficient side yard. The primary concern with respect to the side yard is that there is no indication in the provided plans which show that the proponent has permission to build on their neighbor's property through an easement or other legal agreement. The proposed addition is up to 1.8 feet across the property line. There could be a pathway to



approval for this proposal if the dimensions of the addition are changed to remain on the subject property or if there is an agreement between the neighboring property owners.

Assuming that this primary concern can be addressed, the proposed side yard at the rear corner of the structure would be zero because the current structure is located on the property line. The neighboring property to the north has a driveway that separates the proposed additions from the primary residential structure. There are several examples in the area of structures located much closer together than the proposed structure and neighboring structure to the north. Given the current condition of the property and that adequate light and air would be maintained between neighboring properties, the general scale of the additions could be approved as they could be adjusted to be consistent with the owner's right to reasonable use of their land.

The total lot size is 8,647 square feet. The maximum FAR in the district is 0.6. The existing FAR of the subject structure is 0.27, and the FAR of the structure in the rear of the lot is 0.6 creating a combined FAR of 0.87 for the whole property. The proposed FAR for the new structure is 0.34 which would create a combined FAR of 0.94 for the property.

The maximum height allowed in the zoning subdistrict is three stories and 35 feet. The current height of the structure is three stories or 28.4 feet and the proposed height is four stories or 34.9 feet. Although the proposal violates the maximum number of stories allowed, it stays below the maximum height of 35 feet. The proposed height and massing of the project are consistent with the surrounding area; however, the project cannot propose an addition on the neighboring property without demonstrating that they have permission from the neighboring property owner. Plans reviewed "79 Sheridan Street" prepared by "Design Resource Team, LLC" dated 10/08/2025.

Recommendation:

In reference to BOA1757382, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that occurs entirely within their own property.



Planning Department

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Reviewed,

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Deputy Director of Zoning



Case	BOA1757478
ZBA Submitted Date	2025-07-31
ZBA Hearing Date	2025-12-04
Address	7 Brewer ST Jamaica Plain 02130
Parcel ID	1901871000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-9000
Zoning Article	55
Project Description	The project will replace and expand a rear addition and deck.
Relief Type	Variance
Violations	Side Yard Insufficient

Planning Context:

The subject property is located in a largely residential area within Jamaica Plain with large, mostly one and two-family structures. Most of the properties have large yards that are deep but narrow. The proposed project will create a two story addition in the rear of the structure and will expand an existing rear deck. Parks Design Review under City Ordinance 7.4-11 is not required because the addition is more than one-hundred feet away from Brewer-Burroughs Playground. It is also in the rear of the property which faces away from the park.

Zoning Analysis:

The project is cited for insufficient side yard. The minimum side yard requirement in the subdistrict is ten feet. The existing side yard is 7.3 feet. The proposed second floor addition will maintain an 8.3 foot side yard and the deck will maintain a 9.1 foot side yard. Because the addition will also expand the second story of the structure, the project will increase the degree of nonconformity with respect to the side yard. The improvements will allow the owner reasonable use of the land while ensuring they are not injurious to the neighborhood or detrimental to the public welfare.

Plans reviewed "7 Brewer Street" created by Timothy Burke Architecture" dated "6/20/2025"

Recommendation:

In reference to BOA1757478, The Planning Department recommends APPROVAL .



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1784562
ZBA Submitted Date	2025-10-01
ZBA Hearing Date	2025-12-04
Address	26 Woodley AV West Roxbury 02132
Parcel ID	2012074000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	This project will remove an existing rear deck from a home and replace it with a pre-fabricated sunroom.
Relief Type	Variance
Violations	Rear Yard Insufficient Side Yard Insufficient

Planning Context:

26 Woodley Ave is a one unit dwelling in a residential area of the southern portion of West Roxbury and borders the Stony Brook Reservation. One-unit homes are the dominant residential typology, though two-unit dwellings are present. Lots in this area tend to have generous yards and lower lot coverage.

The homes and lots along this street generally exhibit varied size and character to the subject property. Rear porches, decks, and other exterior elements are common features in this area. Particularly because the renovations happen in the rear yard, away from street-level view, the proposed project is not expected to negatively impact the surrounding community.

Zoning Analysis:

This proposal has triggered two zoning violations: side yard and rear yard insufficient.

The existing side yard depth is 8 feet from the deck and 7.25 feet from the house. The proposed project provides a 10.5-foot side yard on one side and a visually greater, though unmeasured, distance on the other side. Thus, the side yard violation is an existing nonconformity that the sunroom will not worsen and will actually now align with the side yard requirements, which is 10 feet on both sides. Relief is recommended.



Rear yard is another citation, but plans do not show the rear yard dimensions. The rear yard is required to be 40 feet in this subdistrict. A general estimate based on aerial imagery suggests that the distance between the back porch and the rear lot line is 50 feet. Comparing the proposed dimensions of the sunroom to the existing porch, there is ample rear yard space to accommodate this replacement, and it appears unlikely to violate rear yard requirements. Plans, however, do show a front yard violation. Currently, there is 7 feet from the house to the front lot line, and 20 feet is required in this subdistrict. ISD may have issued the incorrect violation, where the front yard should have received the citation instead of rear yard. If the front yard citation is accurate, then this is an existing nonconformity, and relief is recommended.

Plans reviewed are titled "Mortgage Inspection Plan", prepared by Boston Survey, Inc. and is undated.

Recommendation:

In reference to BOA1784562, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1774658
ZBA Submitted Date	2025-09-12
ZBA Hearing Date	2025-12-04
Address	12 Lorraine ST Roslindale 02131
Parcel ID	2001509000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	This project proposes renovating and expanding an existing rear bay to extend the interior living space.
Relief Type	Variance
Violations	Side Yard Insufficient Rear Yard Insufficient

Planning Context:

12 Lorraine Street is an existing one-unit dwelling in a residential area of Roslindale within walking distance of the Bellevue MTBA Commuter Rail Station and the shops and commercial establishments along Belgrade Avenue and Centre Street. The area immediately surrounding the project is primarily composed of one- and two-unit homes of a similar size and height, where porches, decks, and bay windows on both the front and rear of the buildings are typical features. The proposed project would be in keeping with the character of the neighborhood and would not negatively impact the surrounding area.

Zoning Analysis:

The proposed project triggers a side-yard and rear-yard violation by renovating and extending an existing rear enclosed porch to create additional interior living space. The Roslindale Neighborhood Article requires a 10-foot minimum side yard on both sides, while the project proposes a 6-foot-6-inch side yard on one side and a 19-foot-9-inch side yard on the other. This, however, is an existing nonconformity; the extension of the interior living space does not worsen the existing side yard condition.

The zoning also requires a 40-foot minimum rear yard, while the project proposes a 35-foot, 4-inch rear yard. Once again, this is an existing nonconformity, and the proposed project does not worsen this condition. Furthermore, the rear of this building generally aligns with the rears of



other buildings on this block, most of which have similar rear bumpouts that extend interior living space or porches of similar volume. The rear yard of this project is also of similar depth to its neighboring properties.

Plans reviewed are titled "Proposed Addition Layout Plan at 12 Lorraine Street, Roslindale, Boston, MA," prepared by Rockwood Design Inc. and dated February 12, 2025.

Recommendation:

In reference to BOA1774658, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1787374
ZBA Submitted Date	2025-10-09
ZBA Hearing Date	2025-12-04
Address	71 Anawan AV West Roxbury 02132
Parcel ID	2001756000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	The project proposes a two-bedroom, two-bathroom addition to the rear of the existing one-unit dwelling.
Relief Type	Variance
Violations	GPOD Applicability FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Use: Forbidden Off-Street Parking Insufficient

Planning Context:

The homeowner at 71 Anawan Ave is proposing a two-bedroom attached accessory dwelling unit at the rear of the existing home through a two-story addition. Plans do not indicate any demolition for this additional unit.

The property is located in a predominantly residential section of West Roxbury, just a short distance from Centre St, which is a key corridor with access to bus routes and nearby commuter rail service - the Bellevue MBTA Commuter Rail stop is only a four minute walk from the project site. The surrounding area is made up primarily of one-unit homes on lots with varying sizes and lot coverage. Many neighboring lots include accessory structures. There are examples of dwelling units in the rear yard of homes nearby such as 91R Anawan Ave and 6 Clement Ave, establishing precedent for this kind of addition in the neighborhood.

An attached, accessory dwelling unit that extends into the backyard that has ample space to accommodate an ADU is a clear case for zoning reform. The ADU Guidebook, approved in November 2024, provides a number of schemes to enable the addition of one unit of housing on various lot types across Boston. More specifically, the guidebook describes the construction of a rear, attached structure as a suitable renovation for medium and larger size lots. While the ADU



Guidebook suggests an ADU of this schema can be comfortably around 1,000 square feet, this proposed structure has an 880 square feet footprint. Modest, well-designed additions like this support aging in place, multi-generational living, and supplemental rental income without disrupting neighborhood character and align with the City's goals for more flexible, incremental housing options.

Zoning Analysis:

This proposal has triggered six zoning violations: FAR excessive, height excessive (stories), forbidden use, rear yard insufficient, side yard insufficient, off-street parking insufficient, and a citation for GPOD applicability.

The FAR, height (stories), and use are violations that are all in service of providing an additional housing unit. The existing FAR for this home is 0.44 and the maximum FAR for this subdistrict is 0.4. This project proposes a 0.81 FAR. The home has an existing height of 3 stories and the height maximum for this subdistrict is 2.5 stories. The proposed number of stories for the new unit is 2. Therefore, this is an existing nonconformity as the proposed dwelling unit does not exceed the height maximum, while the existing home does. Use regulation is triggered because building two dwelling units on one lot is forbidden in this 1F-6000 zoning subdistrict. These violations are all following the standards set forth by the City's ADU Guidebook. Relief is recommended.

Rear and side yard are additional violations. The existing rear yard is 41.1 feet and the required rear yard is 40 feet, but the proposed rear addition would reduce it to 24.2 feet. Similarly, the existing side yard is 5.6 feet and the required side yard is 10 feet on both sides, while the proposed side yard would be 6 feet. While the proposal does extend into the rear yard beyond what is currently compliant, the lot maintains ample depth to accommodate the new unit, and numerous nearby homes within one block exhibit more significant rear yard encroachments. The side yard nonconformity already exists and would not be intensified by the project. Relief is recommended.

Off-street parking is deemed insufficient for this project, but this is an incorrect citation. First, the zoning refusal letter cites Article 51 for off-street parking, which is for the Allston-Brighton neighborhood. Second, according to the assessor's data, 71 Anawan Ave has 3 parking spots, which exceeds the parking requirement of 1 space required per 1-3 units. Even with the change



of occupancy from 1 to 2 units, the off-street parking requirement is sufficiently met. Relief is not necessary.

71 Anawan Ave does sit in the Greenbelt Protection Overlay District but this project does not trigger GPOD review because it does not expand existing structures beyond 5000 square feet, require substantial rehabilitation over 5000 square feet, nor does it expand impervious surface by more than 2000 square feet.

Plans reviewed are titled "Proposed Site Plan 71 Anawan Addition", and are prepared by Derek Rubinoff Architect, and dated July 21, 2025.

Recommendation:

In reference to BOA1787374, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1769549
ZBA Submitted Date	2025-08-26
ZBA Hearing Date	2025-12-09
Address	5 W Hill PL Boston 02114
Parcel ID	0502489000
Zoning District & Subdistrict	Boston Proper H-2-65
Zoning Article	23-1, 13-1
Project Description	The proposal seeks to renovate an existing lower level space as a dwelling unit, bridging the total unit count from three to four.
Relief Type	Variance
Violations	FAR Excessive Parking or Loading Insufficient

Planning Context:

The proposed project sits in the Historic Beacon Hill District and is subject to the underlying zoning code. Constructed in 1916, West Hill Place is a dark brick and cast-stone neoclassical building where irregularly planned town houses front a circular court looking out to the river. To the rear of the property is Charles St, Beacon Hill's primary commercial district. Here, on-street parking is limited to metered parking, the Charles Street Garage offers a total of 170 spaces - to both rent and own. Nearby, surrounding the Charles/MGH red line station, there are myriad parking garages to service the hospital and daytime visitors. West Hill Place peels off of Massachusetts Route 28, making street parking at the entrance of the lot infeasible, however, satellite imagery shows at least nine parking spaces servicing the entirety of the West Hill Place.

Zoning Analysis:

The proposal is cited as being in violation of two portions of the underlying zoning code: Article 13 Section 1 Dimensional Regulations, wherein the Floor Area Ratio is excessive, and Article 23 Section 1 mandating off street parking requirements.

The FAR limit for this subdistrict H-2-65 is 2.0. Due to the addition of the basement as a dwelling space, the proposed changes the FAR from an existing 1.83 to 2.1, without making changes to the lot size. A change in FAR to 2.1 does not constitute a substantive difference and



there are no changes to the building envelope. 5 W Hill Place is not within a Coastal Flood Resilience Overlay District, and plans for the basement unit show a high-quality living space, including ceiling heights of 8'5", that would make the unit desirable to residents. Egress is appropriate and the unit has five windows allowing for moderate sunlight. Zoning relief is warranted.

Article 23-1 of the zoning code states that if the maximum FAR for the lot is 2.0 then, for each dwelling unit, there shall be provided at least 0.7 spaces of parking. In this case, that would mean 3 parking spaces.

Plans prepared by Timothy Burke Architecture on February 4, 2025.

Recommendation:

In reference to BOA1769549, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1694621
ZBA Submitted Date	2025-02-26
ZBA Hearing Date	2025-12-09
Address	562 E Fifth ST South Boston 02127
Parcel ID	0602217000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Renovate existing single-unit dwelling to become a four-unit building. Scope includes the demolition of the rear portion of the existing building to enable the erection of a new three-story addition. Upgrades to life safety include the structure being full sprinklered and alarmed, but without an elevator.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Parking or Loading Insufficient Screening & Buffering; Application of Residential Dimension Requirements (Residential Use Extension Into Rear Yard)

Planning Context:

The proposed project sits on an established residential block within South Boston's Telegraph Hill area. Its immediate surroundings consist of two- to three-story residential structures, with a range of single-dwelling to multi-dwelling land uses. Within a larger two block radius sit a variety of non-residential uses, especially along East Broadway which lies just north of the project.

These include several grocery stores and a variety of food options, a fire station, a mix of different service establishments, as well as the Joseph P. Tynan Elementary School and Tynan Community Center. The site is also accessible to transit, with stops for the MBTA's 9 and 10 bus routes within 500 feet of the project.

The project site is currently occupied by an existing two-and-a-half-story structure, currently used as a single-dwelling residence. The structure, constructed in 1847, is historic in nature and known as the Jacob Emerson House (after its original architect). While not a designated landmark, the structure has an existing building identification form on record, issued by the Boston Landmarks Commission in 1982.



The proposed project seeks to renovate the existing structure, increasing the number of dwelling units from one (existing) to four (proposed). It proposes to do this through a partial demolition of the existing structure's rear, to make way for the erection of a new three-story addition in its place. The project's site plan includes a small landscaped area in the rear yard and four off-street parking spaces accessed through an existing curb cut on the site. This scope is revised from its initial submittal (filed December 20, 2024), which proposed a larger four-story addition to accommodate a total of six dwelling units on the site.

The revised project proposal 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 housing diversity, encourage adaptive reuse and the preservation of historic structures, and increase the availability of housing options (Housing a Changing City, Boston 2030 - September 2018).

Zoning Analysis:

The proposed project is cited with four zoning violations, which relate to the building's massing, parking, and screening and buffering. This represents a reduction from the eight violations triggered by the project's initial submittal (filed December 20, 2024). Updates to the project remedy the previous proposal's nonconforming building height (feet), additional lot area, and rear and side yard dimensions.

The proposed project's off-street parking count, while two spots short of the zoning requirement (six spaces required, four proposed), aligns with the Boston Transportation Department's maximum recommended parking ratios for the area (one to one). This also represents a more generous off-street parking condition than what is typically found on the block and throughout the surrounding area for similar uses.

The project's roof structure restrictions violation relates to the project's proposed height. This is due to a Section 68-29 provision, applicable to sites requiring full or partial demolition of existing structures, which makes new development projects exceeding the building height of the existing structure subject to demolition conditional uses; even if they otherwise comply with the maximum allowed height by zoning. Accordingly, because the proposed project's height (32 feet) is in excess of the height of the existing structure being demolished (27 feet), the project

BOA1694621

2025-12-09

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requires a conditional use permit. It is recommended that zoning relief be granted for this violation, due to: (1) the proposal's compliance with underlying zoning requirements for the area (40 foot heights allowed), and (2) its alignment with the existing built form of the surrounding area (of which 35 to 40 foot building heights are the predominate condition).

Due to Section 68-8, a conditional use permit is also required for the project due to its proposal to extend an existing residential use by at least 1,000 square feet of gross floor area into the rear yard. While the project does propose a significant rear addition, it's worth noting that its footprint does not encroach into the site's required rear yard setback (20 feet required, 33 feet proposed). The resulting structure also aligns with the predominant built form and site conditions found across the surrounding area and for similar uses. Accordingly, the impacts of this violation are negligible to the neighborhood. Future zoning reform efforts in this area should consider removing the highlighted rear yard limitation as well as the previously stated roof structure provision, in order to both streamline and better align the area's dimensional requirements with its existing context.

A proviso for Planning Department design review has been added to this recommendation due to the site's historic nature and also to address potential concerns regarding screening and buffering, and landscaping more broadly.

Plans reviewed titled, "562 E 5th St," prepared by Context Architecture on June 19, 2025.

Recommendation:

In reference to BOA1694621, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to the compatibility of the addition to the historic structure, and landscaping including screening and buffering.

Reviewed,

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

Deputy Director of Zoning

Deputy Director of Zoning



Case	BOA1760013
ZBA Submitted Date	2025-08-06
ZBA Hearing Date	2025-12-09
Address	110 W Concord ST Roxbury 02118
Parcel ID	0900598000
Zoning District & Subdistrict	South End Neighborhood MFR
Zoning Article	64
Project Description	The proposal would be to construct a new rear staircase on top of an existing utilities room that would also add a new headhouse access to the roof.
Relief Type	Conditional Use
Violations	Roof Structure Restrictions

Planning Context:

The Proposed Project would build a new rear staircase on top of an existing utilities room that will have a headhouse to access the existing roof deck on a four-story attached rowhouse. The current roof deck is accessed through a ladder leading to a roof hatch. The existing roof deck would not be changed except for the removal of the ladder hatch. The site is located in the South End Landmark District requiring Landmarks Commission review and approval . The project lot is within 100 ft of Newland Street Park however the proposed work would not be within that distance therefore Boston Parks and Recreation Commission review will not be required as per Ordinance 7.4-11.

Zoning Analysis:

The proposal would require a conditional use permit due to it containing a stair headhouse that would alter an existing roof. The proposed would not be contextually appropriate with the historical context and will not fulfill any city goals for design or building code recommendations. Access to the roof deck in the form of hatches is recommended rather than a headhouse in locations like the South End Landmark District unless a headhouse is required for building code or accessibility.

“110 W Concord Street” Drawn by Springer Architects Dated July 2, 2025



Recommendation:

In reference to BOA1760013, The Planning Department recommends DENIAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1688948
ZBA Submitted Date	2019-09-11
ZBA Hearing Date	2025-12-09
Address	47 Delle AVE Mission Hill 02120
Parcel ID	1000543000
Zoning District & Subdistrict	Mission Hill Neighborhood RH
Zoning Article	59
Project Description	The project will remodel an existing four-unit residential structure and will add a new fourth-story penthouse, roof decks in the front and rear of the penthouse, and rear decks for all upper levels.
Relief Type	Variance
Violations	Rear Yard Insufficient Additional Lot Area Insufficient Height Excessive (ft) Height Excessive (stories) Usable Open Space Insufficient FAR Excessive Parking or Loading Insufficient

Planning Context:

The subject property is located on Delle Avenue in Mission Hill on a block of traditional brick rowhomes. The rowhomes are architecturally distinct from neighboring triple-deckers and larger multi-unit residential buildings. Most of the row homes share a party wall, are built to the edge of the sidewalk, and have small rear yards that back up to a narrow walkway which separates the interior of the block. Some of the row homes on the block have rear decks and there is one other example of a penthouse on a rowhome on the block.

The proposed improvements will add a new rooftop fourth story penthouse that will be the new kitchen for the third-story residential unit. There are also decks proposed in the front and the rear of the penthouse on the roof of the structure. The project will also add rear decks on the first, second and third stories with the additional interior improvements proposed for all four residential units in the structure.

Zoning Analysis:



The project will renovate the existing four-unit residential structure. The project is cited for insufficient additional lot area and insufficient parking. While there is not an additional dwelling unit proposed as described on the refusal letter, these violations are still existing non-conformities. Section 59-6 (3) states that within Row House Residential Subdistricts, “the maximum number of Dwelling Units allowed in a single Building, including a Town House Building or Town House Building, is four (4).” The minimum lot area for two dwelling units in a Row House district is 1,400 square feet with 700 square feet required for each additional dwelling unit. The subject lot is 1,470 square feet. Article 59 Table J requires one parking space per 1,000 square feet of gross floor area in the subject district. No off street parking is proposed. Given the size of the lots on the north side of Delle Avenue, both of these requirements are basically impossible for the existing structure to meet, therefore presenting a case for zoning reform.

The project is cited for insufficient open space per unit. The Code requires a minimum of 200 square feet of usable open space per unit. The project plans show that 405 square feet of usable open space will be provided for each unit. Article 2 of the Code defines “Usable Open Space” as “Space suitable for recreation...gardens, or household service activities, such as clothes drying. Such space must be at least seventy-five percent (75%) open to the sky.” The open space proposed in the rear yard for the basement level appears to be approximately 376 square feet, approximately 161 square feet of which appears to be open to the sky (or about 43%). The remaining space is covered by the proposed decks which provide approximately 223 square feet of usable open space for the first and second story units. The open space for the fourth unit surpasses the 200 square foot requirement with the proposed roof decks and rear deck. While the provided open space does not meet the full requirements of the code for all four units, the proposal does provide additional open space for three of the four units, therefore decreasing the degree of nonconformity.

The project is also cited for insufficient rear yard. The required rear yard is 17.5 feet because the lot qualifies as a “Shallow Lot” under Section 59-38 (10) of the code. The existing rear yard is 18.8 feet and the proposed rear yard will be 13.5 feet with the proposed rear decks. Although the rear decks increase the degree of nonconformity with respect to the rear yard requirement, they increase the amount of usable open space available to the units.

The project is also cited for excessive floor area ratio and excessive height in stories and feet because of the proposed penthouse. The maximum FAR is 1.0. The penthouse is 357 square



feet which, in addition to 191 square feet of new finished space in the garden level unit, will increase the FAR from 2.43 to 2.80. The maximum building height is three stories and 35 feet. The existing structure is three stories or 35.6 feet tall. Because the penthouse is designed for occupancy, it is included in the measurement of building height and increase the height to four stories or 47 feet. There is an example of an existing penthouse that was built on a row house on the block which is very similar to the proposed penthouse. The proposed penthouse will not be injurious to the neighborhood or otherwise detrimental to the public welfare while allowing the owner reasonable use of the land. While there is no violation for the front roof deck that is proposed, the Planning Department requests that the proponent ensures that the railing for the deck is not visible from Delle Avenue to maintain the unique architectural character of the row homes.

Plans reviewed "Commerford Residence" prepared by "Anthony W. Macchi Architect" dated 8/1/2024.

Recommendation:

In reference to BOA1688948, The Planning Department recommends: APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to ensure that the railing for the proposed front deck is not visible from Delle Avenue to maintain the unique architectural character of the row homes.

Reviewed,

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Deputy Director of Zoning



Case	BOA1554854
ZBA Submitted Date	2023-12-19
ZBA Hearing Date	2025-12-09
Address	69R Perrin ST Roxbury 02119
Parcel ID	1200355000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	The proposal would erect a new three-family house on a newly created lot.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Front Yard Insufficient NDOD Applicability

Planning Context:

The proposed project would be the erection of a new three-family, three-story house. The current site is the unoccupied rear portion of a large lot that currently has a three-family, three-story house towards the front of the lot. This proposal would subdivide the rear portion of the lot to become a separate lot on which the proposed house would be built. The newly-created lot would be a similar size to surrounding lots. . The surrounding context is made up of similar three-family, three story homes with some larger multifamily buildings. Due to the proposed being a new construction within the Roxbury Neighborhood Design Overlay District, the project requires design review to make sure it fits the historic character of the neighborhood. The site is also within the Roxbury Strategic Masterplan which outlines a collection of goals and initiatives in the neighborhood including the development of new housing without displacement which this project would do.

Zoning Analysis:

The proposed project has four zoning violations. The front yard setback is insufficient at 14 ft while the required is 20 ft. The rear yard setback is insufficient because at 10 ft while the required is 30 ft. As mentioned the site is a newly-created lot out of a larger lot, due to this, the lot is not in a standard adjacency to the street or neighboring lots. The new proposed lot will be 100 ft wide parallel to Perrin St while the perpendicular depth would be about 53 ft. The



proposed site layout features a fire lane access from the adjacent street north of the site, Burton Ave while also containing a driveway that passes through the parcels south of the site from Perrin St. The proposed paving should be limited to the required fire lane to minimize site impact. The proposed project also exceeds the FAR maximum of 0.8. The proposed building is of similar massing and site sizing to the surrounding context. This can be recommended for relief. Lastly the proposed project is flagged for not meeting screening and buffering requirements of the neighborhood due to the three newly proposed off-street parking spaces on site.

"69R Perrin St" Drawn by Civil Environmental Consultants Dated December 12th, 2024

Recommendation:

In reference to BOA1554854, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with specific attention to the site layout of the driveway and fire lane access.

Reviewed,

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Deputy Director of Zoning



Case	BOA1730685
ZBA Submitted Date	2025-06-05
ZBA Hearing Date	2025-12-09
Address	10 Hecla ST Dorchester 02122
Parcel ID	1500444000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-D-3000
Zoning Article	65
Project Description	The proponent seeks to rearrange the rooms in the first and second floor units and add an additional bathroom to those units. The existing two unit, 2.5-story building will be converted to a three unit, 3-story building.
Relief Type	Variance
Violations	Parking or Loading Insufficient Additional Lot Area Insufficient FAR Excessive Height Excessive (stories) Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient

Planning Context:

10 Hecla Street is steps away from Dorchester Avenue situated between the Savin Hill and Fields Corner MBTA Red Line Stations. The neighboring properties are 2.5-story and three-story triple-decker dwellings, a short walk from a mix of retail and local services.

The proponent seeks to convert the existing two unit, 2.5-story building to a three unit, 3-story building and renovate the existing apartments on the first and second floors. They plan to convert the top floor from a half-story level of the second unit into its own third floor dwelling unit. There are a couple of plans and city initiatives that encourage infill development of housing, especially near rail stations and retail corridors. These are Housing a Changing City, Go Boston 2030, and Imagine Boston 2030. The proposed project's choice of site, location, and design are suitable for the context.

Zoning Analysis:

The proposed design violates Article 65 parking and dimensional regulations.



According to Article 65, Section 9, the maximum height for buildings in the 3F-D-3000 zone, or the Triple Decker Residential Subdistrict is three stories. The proposed design is a conversion of a 2.5-story, two family home to a traditional triple decker style with three units and three stories. Additional lot area is required for buildings in the Triple Decker Subdistrict that are more than two units. The design also violates minimum usable open space, side and rear yard requirements. These regulations are not representative of residential lots on the street, including the existing property.

One parking space per dwelling is required at this site. The existing site provides one compact space in a side yard driveway for two units. Off-street parking is not removed by the proposed design, and the lot does not have space for adding additional parking without demolition of the existing structure. The only change in building footprint from the existing building is the rear second means of egress added for the third unit. This makes the majority of the zoning violations pre-existing conditions that are being extended. The proposed design has the dimensions of a triple-decker build commonly found in this area and is an allowed housing use close to a retail corridor with transit options. Therefore, all the zoning violations are recommended for relief.

Plans reviewed are titled "Two to Three Family Conversion 10 Hecla Street", prepared by T Design LLC, and dated 8/2024.

Recommendation:

In reference to BOA1730685, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1733253
ZBA Submitted Date	2025-06-12
ZBA Hearing Date	2025-12-09
Address	53 Brown AV Roslindale 02131
Parcel ID	1903987000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	Construct a new 2.5 story single-family dwelling on a currently empty lot with existing driveway access through a private way with no curb.
Relief Type	Variance
Violations	Lot Area Insufficient Lot Width Insufficient FAR Excessive Side Yard Insufficient Lot Frontage Insufficient

Planning Context:

53 Brown Avenue is located in an area defined by single- and two-family detached homes with generous front and rear yard setbacks. The lot fronts Brown Avenue, a public way, and extends to Ada Street, a private way that supports rear-yard access for many Brown Avenue properties. Rear yards throughout the neighborhood frequently accommodate accessory uses such as garages, sheds, decks, and paved driveways that provide on-site parking.

Importantly, 53 Brown Avenue already contains an existing rear driveway with direct access to Ada Street. The proposed project will utilize and expand this internal driveway, ensuring that all site access is accommodated on the private-way side of the parcel. No new curb cut is proposed, and no alteration to the streetscape along Brown Avenue is required, preserving all existing street trees and maintaining the pedestrian environment.

The proposed development is contextual with surrounding homes, which commonly range from two-and-a-half to three stories and feature elements such as front porches, bay windows, and dormers. Consistent with the neighborhood pattern, the project maintains a deep front setback that reinforces the established streetscape along Brown Avenue. The addition of new housing on an underutilized residential lot supports Housing a Changing City: Boston 2030 (2018) by



delivering new family-sized units within an existing neighborhood, strengthening local housing supply while respecting and enhancing the character of Roslindale.

Zoning Analysis:

The proposed project is cited for five dimensional violations: Lot Area Insufficient, Lot Width Insufficient, FAR Excessive, Side Yard Insufficient, and Lot Frontage Insufficient. These citations are not products of the proposal itself, but from the discrepancies that exist between the undersized lot and the dimensional standards outlined by the 2F-5000 Subdistrict. The subdistrict requires a minimum 5,000 sq ft of lot area, 50 ft of width and frontage, maximum FAR of 0.5, and side yard setback of 10 ft. In practice, many lots along Brown Avenue do not meet these dimensional thresholds, with parcel sizes ranging from roughly 4,000 sq ft to more than 11,000 sq ft. At 4,200 sq ft, 53 Brown Avenue is fully consistent with the smaller residential lots that actively support single-family homes across this area of Roslindale. The existing 35 ft lot width and frontage, 15 ft short of the subdistrict standard, completely fronts Brown Avenue and represents the maximum frontage this lot can physically have. These violations should be viewed as a longstanding condition that redevelopment cannot alter. The side yard violation similarly results from the narrow configuration of the lot. The proposed structure is centered on the parcel, providing two equal 6.25 ft side yards that maximize setbacks within the available width and ensure no adverse impact on adjacent properties. Despite the constrained lot size, the project maintains 2,375 sq ft of on-site open space, demonstrating that the proposal comfortably fits within the residential context and aligns with the low-density character of the neighborhood. Due to these dimensional violations resulting from the longstanding condition of the parcel, relief is recommended for all three of these dimensional violations.

Finally, the proposed FAR of 0.78 exceeds the 0.5 maximum but is highly consistent with nearby homes on similar sized parcels: the adjoining parcel at 55 Brown Avenue has an existing FAR of 0.72 on a lot with identical dimensions to 53 Brown Avenue. The height, massing, and overall scale of the proposed structure reflect the established residential character of the block while delivering new family-sized housing, an identified need in Roslindale and across the city. Given that all cited violations stem from long-standing lot constraints, and that the proposal is both contextual and scaled appropriately, the Planning Department recommends Approval for the project.

Recommendation:



In reference to BOA1733253, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1775242
ZBA Submitted Date	2025-09-15
ZBA Hearing Date	2025-12-09
Address	1 Hartlawn RD West Roxbury 02132
Parcel ID	2010380000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Demolish the existing single-unit dwelling and rebuild a new single-unit dwelling with one car attached garage.
Relief Type	Variance
Violations	FAR Excessive Lot Area Insufficient Lot Frontage Insufficient Front Yard Insufficient Rear Yard Insufficient

Planning Context:

The project at 1 Hartlawn Road proposes demolishing an existing one-unit, 2-story building and building a new one-unit, 3-story building in its place.

The property is located in a predominantly residential section of West Roxbury, just a short distance from Spring Street, which is a busy vehicular corridor with access to bus routes. The surrounding area is made up primarily of one-unit homes on lots with lower to moderate lot coverage. The heights of homes within a one-block radius vary from 1-story dwellings to 3-story dwellings, with 2.5 stories a common typology. The outer facade of the proposed home aligns with the general character of buildings in this area.

Lots in a 1-2 block radius exhibit varying lot size and coverage, but the lawn at 1 Hartlawn Road is more compact than others. The current dwelling is situated on the street-side of a corner lot while plans show that the new dwelling will be situated in the interior corner of the lot, bringing it further away from the street intersection.

Zoning Analysis:

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



The current FAR on the existing dwelling is 0.25 and the maximum allowed in this subdistrict is 0.4. Plans for this project do not show a proposed FAR. However, it is reasonable to expect that this proposed dwelling will increase the FAR due to the additional story of living space. There are several examples of homes that exceed the maximum FAR requirement in the immediate vicinity, such as at 111 Baker St (0.43), 160 Baker St (0.46), and 162 Baker St (0.56). Because the home's FAR would not be out of conformity with surrounding properties and the new building footprint will maintain appropriate lot coverage, relief is recommended.

The lot area is 4,503 square feet and the lot frontage is 49 feet. In this subdistrict, a minimum lot area of 6,000 square feet and a minimum lot frontage of 60 feet are required. These are existing nonconformities as this project will not alter the lot area or lot frontage. Furthermore, these violations are consistently present in a 1-2 block radius of the project site, with very few lots meeting the lot area and lot frontage requirements. Future zoning reform for this area should look to re-calibrate the lot area and width requirements to better align with the area's existing context. Relief is recommended.

This project proposes an 18-foot front yard and a 12-foot rear yard. While plans do not indicate existing yard dimensions, aerial imagery estimates the current front yard at approximately 2 feet and the rear yard at approximately 25 feet. The subdistrict requires a minimum of 20 feet for the front yard and 30 feet for the rear yard. Although the proposal does not fully meet the required dimensions, it significantly improves the balance between front and rear yard depths, bringing the front yard much closer to conformity than the existing condition. Additionally, front and rear yard violations are prevalent among homes in the immediate vicinity, indicating a pattern of established nonconformities. Relief is recommended.

Design review is recommended due to the site's corner location, where the side elevation functions as a secondary front facade and should present a coherent and ordered appearance. Review will also allow for improvements to the overall facade design and exploration of options to preserve existing mature trees.

Plans reviewed are titled "Plan of Proposed Construction 1 Hartlawn Road Boston, Massachusetts", are prepared by Greater Boston Surveying and Engineering, and dated August 25, 2025.



Recommendation:

In reference to BOA1775242, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review due to the site's corner location, where the side elevation functions as a secondary front facade and should present a more organized and coherent appearance. Design review will also allow for refinement of the facade design and exploration of opportunities to preserve existing mature trees.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1772133
ZBA Submitted Date	2025-09-04
ZBA Hearing Date	2025-12-09
Address	106 Eastwood CC West Roxbury 02132
Parcel ID	2010764000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Construct a third-floor addition with a foundation extension to expand the building envelope, as shown on the submitted plans. Work will include new framing, roofing, siding, windows, plaster, electrical and plumbing systems, as well as interior finishes including trim, hardwood flooring, and tile installation.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient

Planning Context:

106 Eastwood CC is located in a residential area of West Roxbury, with nearly all homes being single-unit dwellings in the immediate vicinity.

106 Eastwood CC 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 and two bedrooms on the first level; and an additional bedroom and storage on the second level. The proponent seeks to bump out the foundation on the north wing of the house to be consistent with the existing bump out on the first floor that houses the dining room. The proponent additionally seeks to add a full attic floor to include two additional bedrooms and a laundry room. The renovated house will remain one unit, add two bedrooms (3 to 5 total bedrooms), and become 2.5 stories.

Lots in this area appear moderate in size, with compact side yards. The homes along this street generally share a similar character to the subject property. Homes range in height from one story to 2.5 stories within a two block radius. The proposed modifications keep with the established character of the neighborhood and are not expected to negatively impact the surrounding community.



Zoning Analysis:

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

The current FAR on this property is 0.26 and the maximum allowed for this lot is 0.4. The new FAR after renovations will be 0.47. This addition increases, and enhances, the livable space but does not increase the lot coverage. The improvements to the living space are not disruptive to the neighborhood context or compromise the minimum open space. Relief is recommended.

The maximum height (stories) allowed in this subdistrict is 2.5 stories, but plans show that the proposed height is 3 stories. However, due to the sloped roof design, the structure presents a visual height consistent with neighboring homes and appears comparable to a 2.5-story form. The proposed height aligns with the surrounding context and maintains the established streetscape character. Relief is recommended.

The existing side yard set back is 10 feet on one side and 6.5 feet on the other, whereas 10 feet on both sides is required. However, this is an existing nonconformity as the proposed addition does not expand into additional side yard space. Relief is recommended.

Plans reviewed are titled "Conrad Residence 106 Eastwood Circuit - Boston, Massachusetts", are prepared by Aesthetic Images Architects/Planners, and dated April 20, 2025.

Recommendation:

In reference to BOA1772133, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1747263
ZBA Submitted Date	2025-07-11
ZBA Hearing Date	2025-12-09
Address	25 Royal ST Allston 02134
Parcel ID	2201634000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	Construct a new three-family residential building on a vacant lot.
Relief Type	Variance, Conditional Use
Violations	Parking or Loading Insufficient Traffic Visibility Across Corner Lot Area Insufficient FAR Excessive Height Excessive (ft) Front Yard Excessive Rear Yard Insufficient Side Yard Insufficient Use Forbidden

Planning Context:

25 Royal Street is located at the corner of Royal and Hooker Streets in Allston, north of Cambridge Street and within a 15 min walk of the Western Avenue corridor. The immediate block is primarily residential, consisting of small two and three-family homes on compact lots with limited off-street parking. The broader area includes a mix of commercial and light industrial uses; particularly along Western Avenue and parts of Cambridge Street, reflecting the neighborhood's transitional character.

The parcel is a vacant lot, surrounded by residential buildings of similar scale. The proposal to construct a new three-family dwelling represents a modest infill project consistent with nearby housing patterns. While zoning limits density and unit count, the project's residential scale aligns with its surroundings and complements the ongoing reinvestment occurring at the edges of Allston's mixed residential and commercial corridors.

Zoning Analysis:



The proposal to construct a new three-family dwelling on a vacant lot in the 2F-5000 Zoning Subdistrict has been reviewed under Article 51 of the Boston Zoning Code. The new structure introduces a small multifamily building on a small corner parcel consistent with nearby residential patterns but not permitted as-of-right.

Article 51-27: Relief is required for the proposed three-family dwelling, as the 2F-5000 district allows only one and two-family structures. The requested use reflects the broader built context of Allston, where similar small multifamily buildings are common due to long-standing housing demand and non-conforming lot sizes.

Article 51-56: The applicant proposes three (3) off-street spaces, which does meet zoning requirements for a three-family dwelling in this district.

Traffic Visibility Across Corner: As a corner lot at Royal Street and Hooker Street, the project is subject to visibility requirements intended to maintain sightlines at intersections. Following consultation with the City's Transportation Planning staff, it was confirmed that the proposed configuration does not pose a safety concern and can be accommodated without adverse impacts to traffic visibility. Based on this review, the requested variance is appropriate and can move forward.

Article 51, Section 9: The 2F-5000 subdistrict requires a minimum lot area of 5,000 square feet for new residential structures. The subject parcel contains 2,787 square feet, making it roughly 44% smaller than required. Because the lot is substantially undersized and cannot meet the district minimum even without development, relief for insufficient lot area is required.

Article 51, Section 9: maximum FAR of 0.8 in the 2F-5000 district. Based on the lot size of 2,787 square feet, the allowable gross floor area would be approximately 2,230 square feet. The proposed building exceeds this limit and ISD has identified this as an excessive FAR condition. As a result, relief is required for FAR.

Article 51, Section 9: The 2F-5000 district permits a maximum building height of 35 feet. The proposed structure is 31 feet in height, remaining below the permitted maximum. However, ISD has cited height relief because the building exceeds the allowable height.

Article 51, Section 9: The 2F-5000 subdistrict requires a 15-foot front yard. The proposed building provides a 4-foot setback, significantly less than what the zoning requires. The project encroaches well into the required front yard and therefore requires relief.



Article 51, Section 9: The district requires a 10-foot side yard. The proposal provides an 8-foot setback on the left side, consistent with the constrained width of the lot. Because this is less than what the zoning requires, a variance is necessary to allow the reduced side yard.

Article 51, Section 9: A 25-foot rear yard is required for new residential construction. The proposed building provides a 10'-6" rear setback, which is substantially less than the zoning requirement and therefore requires relief. Although this is significant, reduced rear yards are common on small, constrained parcels in Allston and therefore require relief.

Given the project's scale, residential use and consistency with the surrounding pattern of small multifamily buildings, the requested variances are reasonable and appropriate. The relief stems primarily from the parcel's longstanding nonconforming size and corner-lot geometry rather than from excessive or out-of-scale development. This case also highlights the ongoing misalignment between the 2F-5000 zoning framework and the neighborhood's built reality, underscoring the need for modernized dimensional standards.

"Proposed Three-Family Residence," prepared by Stephen Chung, Architect, dated January 12, 2025, and the accompanying plot plan prepared by Neponset Valley Survey Associates, dated November 25, 2024.

Recommendation:

In reference to BOA1747263, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning

Deputy Director of Zoning



Case	BOA1747259
ZBA Submitted Date	2025-07-11
ZBA Hearing Date	2025-12-09
Address	1 Empire ST Allston 02134
Parcel ID	2201637000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	Erect a new three-story, three-unit residential building on a lot with a one-story garage that will be demolished.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Use: Forbidden (Three Family)

Planning Context:

The proposed project seeks to construct a new three-story, three-unit residential building on a lot in Allston that currently contains a one-story garage, which will be demolished. Each proposed unit will have two bedrooms. The project is also proposing three off-street parking spaces. Empire Street is a private way that intersects with Hooker Street, which then connects to Royal Street. While Empire Street is zoned 2F-5000, the abutting properties on Royal Street are zoned 3F-4000. As a result, this area contains a mix of residential buildings including two-unit, three-unit, and multi-family units as well as one multi-unit commercial building. Although many structures meet the height requirements, numerous properties do not conform to the side and rear yard dimensional requirements.

The proposed project would further the goals highlighted in the Allston-Brighton Needs Assessment (January 2024) as it highlighted a need for housing and density. This project would help meet this need as it would increase the housing supply in a manner consistent with the surrounding built environment.



Zoning Analysis:

The refusal letter cites eight violations: insufficient parking, insufficient lot area, excessive FAR, excessive height in stories, insufficient front yard, insufficient side yard, insufficient rear yard, and a forbidden use.

Under Article 51, for an area zoned 2F-5000, three-unit residential buildings are a forbidden use. However, relief is warranted given the existing context as many properties near the Empire Street, Hooker Street, and Royal Street intersection contain multi-unit or three-unit residential buildings. For example, 14 and 19-21 Royal Street are multi-unit residential buildings.

Additionally, 19-21 Royal Street directly abuts the project site.

In regards to parking, the minimum parking ratio is 1.75 per dwelling unit which would require a total of five parking spaces on site. The project is proposing three spaces. Relief is warranted due to the site's proximity to transit including the MBTA bus lines such as the 64, and 66.

Additionally, relief is also warranted due to the size of the lot. This lot is 1,974 square feet which constrains the building footprint. To prioritize a residential building that is consistent with the surrounding buildings and to provide adequate open space, the number of parking spaces was reduced.

In an area zoned as 2F-5000, the minimum required lot area is 5,000 square feet. The project proposes a lot area of 1,974 square feet. Relief is warranted as many properties within the 2F-5000 subdistrict along the Empire Street, Hooker Street, and Royal Street intersection do not meet this requirement. This can be seen with 26 Royal Street, which is a multi-unit residential building, on a lot that is 2,684 square feet.

The maximum allowed FAR in this area is 0.6 while the project is proposing an FAR of 1.7. This increase reflects the creation of new living space on a relatively small lot. The proposed FAR is also comparable to other similar sized properties in the area. This can be seen with 26 Royal Street, a multi-unit residential building, with an estimated FAR of 1.57 and 22 Royal Street, a two-family residential building, with an estimated FAR of 1.53.

The maximum allowed height is 35 feet or 2.5 stories, while the project is proposing a height of 31 feet and 3 stories. While the proposed project surpasses the maximum height in stories, it is still within the maximum allowed height in feet. The configuration of the roofline, which will be flat, is consistent with a majority of the abutting properties including the commercial building at 500 Lincoln Street, and the residential building at 19-21 Royal Street.



In regards to the setbacks, the minimum required front yard is 20 feet or conform with the existing building alignment, the minimum required side yard is 10 feet, and the minimum required rear yard is 30 feet. The project proposes a front yard of 1 foot, a side yard of 6 inches, and a rear yard of 10 feet. Relief is warranted due to the size and dimensions of the lot, which measures approximately 40 feet by 50 feet. Meeting the setback requirements on a lot this size would make it difficult to construct a building comparable in scale to the surrounding residential buildings. Additionally, side and rear yards are existing non-conformities for many properties nearby, especially on Royal Street. This is a case for zoning reform to have the dimensional requirements align with the built environment.

The plans reviewed are titled ZBA REFUSED EPLANS_1 EMPIRE ST_ERT1710480.pdf and are dated January 12, 2025. They were prepared by Stephen Chung, Architect.

Recommendation:

In reference to BOA1747259, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to ensuring that the proposed parking spaces meet dimensional requirements with adequate access to the site.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1790800
ZBA Submitted Date	2025-10-22
ZBA Hearing Date	2025-12-09
Address	191 Brooks ST East Boston 02128
Parcel ID	0103126000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	Demolish an existing 2.5-story four-unit dwelling and construct a four story four-unit dwelling with no parking.
Relief Type	Variance,Conditional Use
Violations	Height Excessive (ft) Rear Yard Insufficient Front Yard Insufficient Roof Structure Restrictions Height Excessive (stories) Building Lot Coverage Excessive Permeable Area of Lot Insufficient Side Yard Insufficient Parking or Loading Insufficient Excessive Unit Count

Planning Context:

191 Brooks St is a vacant lot located in the Eagle Hill neighborhood in East Boston. The area is primarily-residential ranging from single families to rowhouses & triple deckers with some ground floor commercial uses such as corner stores spread throughout. The parcel is narrow, deep (20.77' x 75'), and rectangular in shape. Parcels with similar dimensions are common throughout the neighborhood however they typically contain attached dwellings. The project proposes a four-story, 44.7 feet tall, four-unit detached dwelling. The property is also located approximately 0.5 miles away from the Blue line MBTA Station.

Zoning Analysis:

The subject property was cited for 10 violations in total, nine of which pertain to the scale and density of the building (insufficient rear, front, and side yards, excessive height (feet and stories), excessive lot coverage, insufficient permeable area, roof structure restrictions, and excessive number of units) and one in regard to insufficient off-street parking.



In the EBR-3 district a minimum front yard of three feet is required (zero feet proposed), a minimum side yard of three feet (zero feet proposed on the west side) and a rear yard of 1/3 the lot depth (22.5 feet) is required (10 feet proposed). The insufficient yards at the property result into two additional violations, insufficient permeable area and excessive building coverage. In the EBR-3 district a minimum permeable surface area of 30% is required however a permeable area of approximately 28% is proposed and a maximum lot coverage of 60% is permitted however the property has a 71% lot coverage. Although the parcel is narrow, the depth of the proposed building is much larger than seen on similarly sized parcels in the area (average rear yard setback of 27'). As such zoning relief for the said violations is not appropriate and the project proponent should consider a project with a building more contextual with the neighborhood.

Additionally, the property was cited for excessive height in both stories and feet. A maximum building height of 35 feet and three stories is permitted although 44.7 feet at four stories are proposed. Additionally, the property was cited for roof structure restrictions. According to Section 53-25 (Roof Structure Restrictions), "No structure may be added to an existing residential building without approval of a conditional use permit from the Zoning Board of Appeals (subject to Sections 6-2, 6-2, and 6-4) Additionally, in reaching its decision, the Board of Appeal shall consider whether such roof structure has the potential of damaging the uniformity of height or architectural character of the immediate vicinity." The roof structure restriction and building height violations are a result of a fourth unit at the subject property, which itself is a violation, as only three units are permitted in the EBR-3 district. The proposed building height directly interrupts height uniformity in the neighborhood (average three stories/ 35' feet) and results in two additional violations; as such zoning relief is not appropriate for any of said violations.

Lastly, the subject property was cited for insufficient parking. The site's insufficient parking violation relates to the project's proposed zero-parking condition. While in violation of the area's zoning requirements (1:1 dwelling/space parking ratio required, totaling four required off-street spaces for the project), this condition is one commonly found throughout the Eagle Hill area, including on ~85% of the lots on the proposed project's immediately surrounding blocks. However, if the subject property reduced the unit count from four (proposed) to three (permitted in the EBR-3 district), no parking would be required.



The subject property also falls under the East Boston Neighborhood Design Overlay District and is subject to review by Planning Department Design Review to ensure the property remains consistent with the character of the neighborhood.

Plans reviewed are titled "The Residences at 33 Princeton Street Boston, MA 02128" prepared by "Luna Design Group" on April 15, 2024.

Recommendation:

In reference to BOA1790800, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that better aligns with East Boston zoning and brings aligns better with East Boston zoning and reduces building depth, increases the permeable area at the site, decreases the building lot coverage, is compliant with height regulations (no more than three stories & 35 feet), and contains no more than three units. .

Reviewed,

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

Deputy Director of Zoning



Case	BOA1705643
ZBA Submitted Date	2025-04-02
ZBA Hearing Date	2025-12-09
Address	101 P ST South Boston 02127
Parcel ID	0604339000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Erect rear addition to an existing bed and breakfast.
Relief Type	Variance
Violations	Rear Yard Insufficient Side Yard Insufficient

Planning Context:

The proposed project sits in an established residential area in South Boston's City Point Neighborhood. Its surroundings consist of a mix of two- to four-story structures, with predominately residential land uses ranging from single-unit to multi-unit. A limited number of non-residential uses can be found within a three block radius of the site, including a few retail, restaurant, and service establishments. The site is transit accessible, with immediate access (two block radius) to stops for the MBTA's 7, 9, 10, and 11 bus routes. South Boston's Marine Park, Pleasure Bay, and M Street Beach are publicly accessible open spaces also within walking distance (quarter-mile radius) of the project.

The project site is currently occupied by an existing two-story structure, currently operating as a small, locally-owned, three-suite bed and breakfast. The proposed project seeks to add a small two-story rear addition to the existing structure, so as to create two additional suites for the bed and breakfast. The addition is stylistically complimentary to the design of the existing structure, and does not propose any exterior changes to any portion of the structure currently visible from the public right of way. This project scope is consistent with the planning goals outlined in Imagine Boston 2030, specifically to support and encourage the growth of existing small businesses across the City (September 2017).

Zoning Analysis:



The project's side yard violation relates to an existing nonconformity that is extended, but not worsened by the proposal (five feet required for each side yard, zero feet and two feet existing/proposed). Because this dimension is both already existing upon the site and matches the predominant conditions of the site's surrounding lots, this violation will not result in adverse impacts to the neighborhood.

The project's rear yard violation is similar in nature. While the proposed dimension worsen an existing nonconformity (twenty feet required, fifteen feet existing, twelve feet proposed), it does so in a limited capacity that brings the structure's rear yard setback into greater alignment with the existing rear yard setbacks of each of the site's abutting properties. Additionally, it does not appear that the proposed addition will result in the removal of any of the site's existing trees, further limiting its impacts. Because of these factors, the proposed project is deemed contextual and minimally invasive to the surrounding area.

Plans reviewed titled, "101 P Street," prepared by Context Architecture on November 19, 2024.

Recommendation:

In reference to BOA1705643, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1688730
ZBA Submitted Date	2024-08-27
ZBA Hearing Date	2025-12-09
Address	69 Highland ST Roxbury 02119
Parcel ID	1100097000
Zoning District & Subdistrict	Roxbury Neighborhood RH
Zoning Article	50
Project Description	The proposal would remove the walls of two bedrooms in a basement to make it an open space basement.
Relief Type	Variance
Violations	FAR Excessive

Planning Context:

The proposed project would convert a basement with two bedrooms to a large open space with the existing bathroom remaining. The basement is an extension of the first floor unit but the planned alterations will only be in the basement. The building is a three-unit, three-story attached rowhouse. The neighboring buildings are of the same mass and design. The building is located in the Highland Park Neighborhood Design Overlay District and Highland Park Architectural Conservation District; however design review would not be required due to the proposed work not impacting the exterior.

Zoning Analysis:

The project is flagged for exceeding the FAR maximum of 1.0 at an unclear amount. The proposed is a full interior alteration that will not change the mass of the building or impact anything outside, and does not extend new living area. The violation can be recommended for relief.

Recommendation:

In reference to BOA1688730, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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

Deputy Director of Zoning



Case	BOA1783686
ZBA Submitted Date	2025-09-29
ZBA Hearing Date	2025-12-09
Address	180 to 182 Savin Hill AVE Dorchester 02125
Parcel ID	1302496000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Create a new curb cut and driveway for an existing building.
Relief Type	Variance
Violations	Off Street Parking Regulations

Planning Context:

The proposed project would add a curb cut and tandem driveway to an existing residential building. Driveways accommodating parking spaces for two cars located in side yards are a common condition in this area. The subject lot is irregularly shaped due to its location at the corner of two streets that meet at an oblique angle. As a result of this parcelization, the dwelling is not parallel to the side lot line, and the side setback area is triangular in shape.

The proposed driveway would exit onto Caspian Way, a side street off of Savin Hill ave. Driveways are common along this quiet stretch of road, including the building across from the proposed project on Caspian Way which faces onto Savin Hill Ave but has a driveway that exits on Caspian way. This points to the appropriate fit of this style of driveway for the neighborhood. In addition, no street trees, utility poles, or other features in the right of way will be impacted.

Zoning Analysis:

To effectuate the creation of a standard rectangular driveway in the aforementioned triangular setback, the proponent seeks to extend a portion of the proposed driveway over the side lot line, into an area of the abutter's lot that would be the subject of a proposed easement agreement.

The only violation is triggered by the fact that the parking would encroach on the neighboring lot. Non-rectangular lots are common in this neighborhood due to the curving alignment of area streets. This lot is no exception which creates a hardship for the proponent. While the proposed



driveway design would occupy land on two lots, it would appear contextually consistent and appropriate in final built form.

Plans reviewed are titled, "Curb Cut Application Plan of Land in Boston Mass, Mass. Prepared for Christopher Tomassini", prepared by "J Webby Consulting, LLC", and dated 1/16/2020.

Recommendation:

In reference to BOA1783686, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1783689
ZBA Submitted Date	2025-09-29
ZBA Hearing Date	2025-12-09
Address	180 to 182 Savin Hill AVE Dorchester 02125
Parcel ID	1302496000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Add side dormer to existing building concurrent with construction of rear yard decks on the second and third story.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient Forbidden Use

Planning Context:

The proposed project would add a shed dormer to an existing one-family dwelling. This proposal is submitted in conjunction with BOA1783686, an application for dimensional relief for the construction of a two car side setback parking area.

Of the buildings located along this block of Savin Hill Avenue, side dormers are extremely common and help to define the character of the area. While dormers are an appropriate feature, the particular design of the proposed shed dormer is highly unusual and contextually inconsistent. Accordingly, staff recommend design review to effectuate a more contextually appropriate dormer design. While side dormers are common in the area, shed dormers as the project is proposing are not typical of neighborhood character. The dormer should be brought in line with the existing roof line in order to fit contextually within the neighborhood. The proposed project also seeks to add two rear decks to the building, which would be contextually appropriate.



This project is located within the Neighborhood Design Overlay District: Harborpark: Dorchester Bay/Neponset River Waterfront, which calls for design review in situations where the front facing roof line is changing. The proposed dormer would affect the front facing roof line and therefore must be submitted for design review with the Planning Department.

Zoning Analysis:

There are 7 dimensional zoning violations triggered by this project: insufficient lot area, lot width, frontage, front yard, and rear yard, and excessive FAR. Except for the FAR violation, all are triggered by existing non conformities. These aspects are not being modified in any way, as the proposed project would add a shed dormer that would be within the footprint of the existing building.

The proponent also seeks to change the dwelling's occupancy from two to three units, a forbidden use. (This violation was not cited in the refusal letter.) The proposed use is consistent with neighborhood character. Triple deckers with three units are common in this area.

The zoning allows for an FAR of 0.5, the existing building has an FAR of 1.2 and the proposed addition would give it an FAR of 1.29. While this is above the allowed maximum, this requirement is disconnected from the built reality surrounding the project. Triple-deckers and three-story traditional single-family homes that take up the majority of the lot are extremely common in this area, and these typologies often have FARs well over 1.0. If the surrounding buildings were to follow this requirement, the character of the neighborhood would change drastically. This again reflects a disconnect between the zoning code and reality and points to the need for zoning reform.

The final violation is in regard to the rear setback requirement. The zoning code calls for a minimum of a 30-foot setback. The current existing setback is 11 feet, already below the minimum, and the proposed rear decks would reduce it further to 6 feet. While this is under the minimum, this again does not fit into neighborhood context. Most of the parcels in this section of the neighborhood have unique parcel shapes, with small rear yards due to the topography caused by Savin Hill itself. This topography creates a hardship on the proponent to develop a property of similar quality to its neighbors. This reduction in the rear yard does not reflect a reduction in the usability of the open space as well, as the rear decks start at the second floor.

Plans reviewed are titled, "180-182 Savin Hill Ave", prepared by Christopher Tomassini, and dated 12/20/2023.

BOA1783689

2025-12-09

2 Planning Department



Recommendation:

In reference to BOA1783689, 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 existing roof line.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1790972
ZBA Submitted Date	2025-10-22
ZBA Hearing Date	2025-12-09
Address	567 to 577 Adams ST Dorchester 02124
Parcel ID	1602881000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Combine two lots to construct five townhouse-style units attached to a redeveloped three-unit building.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

Planning Context:

The site is located less than a half-mile from Dorchester Avenue local retail and services and 0.8 miles from Shawmut MBTA Red Line Station. One- and two-unit residential buildings in this area usually have one parking space per dwelling. Denser housing types, including triple-deckers on the street have less parking per unit and less yard space. The general urban fabric becomes denser and less car-reliant closer to Dorchester Avenue. Adding housing through the introduction of additional density near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans.

This project maintains the facade of a three-unit unit building (commonly seen throughout the neighborhood) while adding housing that descends toward the back of the lot and avoids disturbing the streetscape. A minimum of two of the units in this project would have to be deed-restricted affordable housing units as per the City's Inclusionary Zoning. IZ requires that market-rate housing developments with seven or more units support the creation of income restricted housing. While it is unclear from the plans how many of the proposed eight units will be



dedicated as income-restricted, the applicant will need to execute an agreement with the Mayor's Office of Housing to comply with the policy. The proponent should also consider changes to the design that would better align with the City's goals of promoting permeable surfaces where possible in areas like this that are identified as having high heat risk (Heat Resilience Solutions for Boston, 2022).

Zoning Analysis:

The proposed project at 567 Adams Street violates parking, use, and dimensional requirements.

The required off-street parking ratio for this site is 1.25 spaces per unit, but the Boston Transportation Department recommends no more than one parking space per dwelling unit in multi-family buildings in areas with its walk score (26-50). The proposed nine spaces for eight residential units is sufficient for this area. Similarly, a multi-family building of this size and massing is proportionate to the density of the area.

The required side, front, and rear yard setbacks for the site do not match the context of the surrounding yards. The required 15-foot minimum front yard does not reflect existing site conditions and the proposed side yard conditions also mimic the existing nonconformity of the current structure. While the proposed rear yard does not meet the 20' minimum requirement, the proposed 15-foot yard is more contextual than the existing 105-foot rear yard. The required 0.5 maximum FAR also does not match the context while the proposed FAR is more fitting. The dimensional violations of the proposed design on the newly combined lot are similar to the neighboring structures, and the proposed height matches the triple-deckers next door. The design is appropriate for lower density urban areas and adds housing units to lots with sufficient area to do so.

A multi-family building in this area will need to be reviewed for compliance with safety and ADA regulations. This building type can bring added benefits to this area, such as adding deed-restricted affordable housing units through inclusionary zoning. Site plan review is recommended to increase permeable lot area where possible.

Plans reviewed are titled "567 LLC / 8 Residential Units", prepared by Timothy Sheehan Architect, and dated 3/7/25.

Recommendation:



In reference to BOA1790972, The Planning Department recommends APPROVAL WITH PROVISIO/S: that a housing agreement be issued prior to issuing permits as there is an increase of seven units so delivery of an inclusionary unit is required; and that plans be submitted to the Planning Department for review of the facade design and site plan with special attention to ensuring an accessible path to the entry and improved permeable area of lot.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1753888
ZBA Submitted Date	2025-07-23
ZBA Hearing Date	2025-12-09
Address	170 Poplar ST Roslindale 02131
Parcel ID	1904135000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	The project proposes to renovate and expand an existing 2.5-story, three-unit home by replacing the attic roof with a full third-story addition and rear extension, resulting in a three-story structure with a roof deck and exterior egress stair.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient

Planning Context:

170 Poplar St is located in a residential area of Roslindale, just a couple blocks away from Roslindale Village. Homes in this area have a range of unit counts, and two- and three-unit buildings are common. This property is currently a three-unit, 2.5-story building. Existing floor plans show storage and an attached garage on the first floor; a unit each on the first and second floors, as well as what appears to be a third unit on the attic floor, though unclear on plans whether it is its own unit or an extension of the second floor unit. The assessor's data shows that 170 Poplar St is currently a three-unit building. The proponent seeks to demolish the sloped-roof attic and replace it with a full, flat-roofed, third-floor addition. The addition would be an extension of living space from the second-floor unit, featuring two bedrooms, two bathrooms, a living room, office, and wet bar. If the assessor's information of 170 Poplar St being a three-unit building is accurate, this renovation would reduce it to a two-unit building and increase the height from 2.5 to 3 stories.

Lots in this area appear compact-to-moderate in size, with varying rear yard setbacks. Homes on this street are consistent in character with the subject property, with the primary distinction being that neighboring houses generally have sloped rather than flat roofs. Most homes in this



area feature 2.5 stories. The proposed modifications generally keep with the character of this neighborhood.

Zoning Analysis:

This proposal has triggered three zoning violations: FAR excessive, height excessive (stories), and rear yard insufficient.

The current FAR on this property is 0.52 and the maximum allowed for this lot is 0.5. Plans for this project do not show a proposed FAR. However, it is reasonable to expect that this proposed dwelling may marginally increase the FAR due to the additional footprint of living space on the third floor. Furthermore, the FAR on this home is an existing nonconformity. There are several examples of homes that exceed the maximum FAR requirement in the immediate vicinity, such as at 176 Poplar St (0.82), 182 Poplar St (0.72), and 157-159 Poplar St (0.68). Because the home's FAR would not be out of conformity with surrounding properties, relief is recommended.

The maximum height allowed in this subdistrict is 2.5 stories, while the plans propose a 3-story structure. However, two homes directly across the street (155 and 157-159 Poplar Street) are also three stories with flat roofs, demonstrating precedent for this building typology in the immediate vicinity. Accordingly, the proposed height is contextually appropriate and relief is recommended.

Plans do not show the existing rear yard setback, but aerial imagery suggests this setback to be approximately 15 feet. 40 feet is the minimum rear yard requirement for this lot. However, this is an existing nonconformity as the proposed addition does not alter the existing footprint and lot coverage of the building. Relief is recommended.

Plans reviewed are titled "Third Floor Alteration and Addition", are prepared by UP Design & Build, and dated April 22, 2025.

Recommendation:

In reference to BOA1753888, 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	BOA1719183
ZBA Submitted Date	2025-05-08
ZBA Hearing Date	2025-12-09
Address	72 to 74 Mapleton ST Brighton 02135
Parcel ID	2202267000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	Change use to three units through internal renovations. No changes to the external structure are proposed except for the construction of rear decks and stairs for egress.
Relief Type	Variance
Violations	FAR Excessive Use: Forbidden (Three Family)

Planning Context:

The proposed project seeks to change the use of an existing two-unit residential building at 72-74 Mapleton Street in Brighton to three units. The third unit, which contains two bedrooms, already exists. However, the proposed exterior changes, including a rear deck and stairs, will provide a second means of egress to bring the unit into compliance with building code and formally legalize its use. The existing building is a 2.5-story residential building on a lot that is 7,498 square feet which is consistent with the lot sizes and building heights along Mapleton Street, which is zoned as 2F-5000. This area consists primarily of one- and two-unit residential buildings, with two-unit buildings being predominant.

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

Zoning Analysis:



The violation letter states two violations: forbidden use and excessive FAR.

For an area zoned as 2F-5000, a three-unit residential building is a forbidden use. However, zoning relief is warranted given the existing built environment. Although Mapleton Street predominately contains two-unit residential buildings, several three-unit residential buildings exist in close proximity to the proposed project at 60-62, 63-65, and 64-66 Mapleton Street.

The violation letter also cites a violation for excessive FAR. The maximum allowed FAR for an area zoned as 2F-5000 is 0.6. However, the project is proposing an estimated FAR of 0.57 which is below the maximum allowed. Since the proposed FAR is below the maximum allowed, this dimension complies with the zoning requirements and should not be considered a violation. Additionally, the proposed FAR also aligns with the nearby three-unit residential buildings on Mapleton Street as 63-65 Mapleton Street has an estimated FAR of 0.57 and 64-66 Mapleton Street has an estimated FAR of 0.53.

The plans reviewed are titled ZBA REFUSED EPLANS_72 - 74 MAPLETON_ALT1631041.pdf and are dated November 12, 2024. They were prepared by Flow Design Architects.

Recommendation:

In reference to BOA1719183, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1653647
ZBA Submitted Date	2024-09-18
ZBA Hearing Date	2025-12-09
Address	38 Fenway Boston 02115
Parcel ID	0401786000
Zoning District & Subdistrict	Fenway Neighborhood MFR-2
Zoning Article	66
Project Description	The proposed project involves the conversion of an existing single-family dwelling into a five-unit multi-family residential building. The scope of work includes a two-story vertical addition at the rear, resulting in a six-story rear elevation, and a three-story vertical addition at the front—comprising the 5th Floor, 6th Floor, and Penthouse levels—culminating in a seven-story front elevation. Additional improvements include the reconfiguration of existing interior spaces, installation of a new elevator, and the addition of front-facing decks and a private roof deck.
Relief Type	Variance
Violations	GPOD Applicability GCOD Applicability Parking design and maneuverability FAR Excessive Usable Open Space Insufficient Rear Yard Insufficient Use: Forbidden - Basement Unit

Planning Context:

The petition, previously scheduled for review by the BPDA Board on October 28, 2025, has been deferred to December 9, 2025. All supporting documentation remains unchanged. Lots in the immediate vicinity are generally narrow and elongated. The surrounding urban fabric includes several architecturally similar developments, typically created through additions to existing structures that have been converted into mid-rise multifamily residential buildings, commonly rising to six stories. These local precedents often feature both front and rear additions, with front-facing decks located at the uppermost residential levels.



Zoning Analysis:

The proposed project triggers review under Section 29-4 of the Greenbelt Protection Overlay District due to new construction increasing the total gross floor area by more than 5,000 square feet. A review by the Parks Department is recommended.

The proposed project triggers review under Section 32-4 of the Groundwater Protection Overlay District due to new construction that may affect groundwater recharge and increase impervious surfaces. A review by the Boston Water and Sewer Commission is recommended.

While the proposed basement unit is a forbidden use under Article 66, Section 8, it updates an existing residential condition and meets key habitability standards, including ceiling height, natural light, ventilation, and egress. The project includes upgrades to life safety systems such as fire alarm, fire protection, and fire escapes. The site lies outside a designated flood hazard area, and similar basement units exist nearby. This unit contributes to the overall housing supply while aligning with neighborhood patterns.

While the project exceeds the allowable Floor Area Ratio (FAR) under Article 66, Section 9, the front and rear vertical additions align with established development patterns along Fenway Street, where single-family dwellings have been converted into mid-rise multifamily buildings. Comparable FAR levels in the immediate vicinity reflect the prevailing built form and reinforce the project's contextual compatibility.

While the proposed project does not meet the usable open space requirements under Article 66, Section 9, it is consistent with established development patterns along Fenway Street, where vertical additions are common and site constraints limit on-site open space. The property's direct adjacency to the Back Bay Fens provides substantial and accessible public open space for residents.

While the proposed project does not meet the rear yard dimensional requirements under Article 66, Section 9, it aligns with established development patterns along Fenway Street, where rear vertical additions are common and site constraints limit rear yard depth. The existing rear yard measures 22.5 feet, exceeding the required 20-foot setback. The proposed addition would reduce this dimension to 15 feet to accommodate functional improvements to the property. The rear addition extends the building's right side to align more closely with the left, resulting in a modest and contextually appropriate reduction in rear yard space. This design allows for



enclosed parking at the lower rear level and provides a structural foundation for new residential living space above.

The proposed project triggers review under Section 66-42 for exceeding the maximum allowed off-street parking per Table F and under Section 66-42.5(a) due to insufficient design of off-street parking maneuvering areas. A review of the parking by the Planning Department is recommended, which may include eliminating a space.

Recommendation:

In reference to BOA1653647, the Planning Department recommends APPROVAL W/ PROVISIO(S), contingent upon: (1) review and approval of the plans by the Boston Water & Sewer Commission, due to the project's location within the Groundwater Conservation Overlay District (GCOD); and (2) submission of the plans to the Planning Department for review with attention to the design of the vertical addition and the maneuverability of the proposed parking spaces, which may include eliminating parking space(s).

Reviewed,

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

Deputy Director of Zoning



Case	BOA1575425
ZBA Submitted Date	2024-02-28
ZBA Hearing Date	2025-12-09
Address	62 L ST South Boston 02127
Parcel ID	0603571000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Replace the existing exterior stair system and construct a new roof deck atop the main roof of the existing structure. The new roof deck will be accessed via a spiral staircase and will include guardrails in accordance with applicable building codes. No expansion of the building footprint or enclosed habitable space is proposed.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Side Yard Insufficient Rear Yard Insufficient

Planning Context:

This case was originally scheduled for the August 12, 2025 ZBA hearing and was deferred; no new plans have been submitted since that time, and the Planning Department's recommendation remains unchanged.

The subject property is located in the South Boston Neighborhood District, within a multifamily residential (MFR) context characterized by medium-density residential uses, including triple-deckers and rowhouses. The surrounding neighborhood exhibits a range of rooftop improvements, including multiple examples of roof decks accessed via spiral staircases. These precedents indicate a pattern of evolving rooftop usage that is consistent with the proposal, which seeks to provide functional outdoor space without altering the overall building envelope. The proposed deck is in keeping with other approved structures in the area and does not introduce new massing inconsistent with the neighborhood character.

Zoning Analysis:



The proposed replacement of existing exterior stairs and construction of a new roof deck requires zoning relief for the following reasons:

Article 68, Section 29, Roof Structure Restrictions: Access to the roof deck is proposed via a spiral stair and platform assembly, rather than a roof hatch. Under zoning, access to roof decks must be provided by a hatch or a bulkhead no more than 30 inches tall. The proposed stair configuration exceeds this allowance and introduces new vertical structures on the roof, necessitating conditional use relief.

Article 68, Section 8, Side Yard Insufficient: The MFR subdistrict requires a minimum side yard setback of 3 feet. According to the site plan, the proposed metal stair and platform will be constructed within the footprint of the existing house and do not project further into the side yard than the current structure. The northern side yard measures only 2.7 feet at its narrowest point, resulting in a deficiency. This shortfall is due to the lot's existing constrained width rather than any new encroachment. Therefore, dimensional relief is required for insufficient side yard on the southern lot line.

Article 68, Section 8, Rear Yard Insufficient: The required rear yard setback is 20 feet. Based on the site plan, the proposed spiral staircase is located approximately 4 feet from the rear property line, resulting in a 16-foot shortfall and a violation of the rear yard dimensional standard. The new spiral staircase will replace an existing deck and stairs; while it maintains a similar location, it will extend approximately 10 inches further into the rear yard than the current condition.

The plans, entitled 62 L Street – Roof Deck Renovation Project and prepared by Tucker Architecture on November 12, 2022, propose the construction of a new roof deck with access via a spiral stair and exterior platform, replacing an existing stair and deck system. Given the scope of the project and its alignment with other roof deck approvals in the neighborhood, this project presents a reasonable case for zoning relief. It also illustrates the need for dimensional standards that better reflect the built conditions and lifestyle expectations in South Boston's dense multifamily districts.

Recommendation:

In reference to BOA1575425, 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	BOA1696317
ZBA Submitted Date	2025-03-04
ZBA Hearing Date	2025-12-09
Address	58 Mallet ST Dorchester 02124
Parcel ID	1602868000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Construct new 2.5-story, 2-unit residential building, including shared drive lane with 56 Mallet St.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Front Yard Insufficient Usable Open Space Insufficient

Planning Context:

The project's surrounding context features residential uses in 2.5- to 3-story building typologies. The project proposes to replace a surface-level parking lot with a 2.5-story residential building. Parking for the proposed project would utilize a shared driveway with the neighboring property, 56 Mallet Street, helping to reduce the overall impervious area of this project.

The proposed two-family housing building is typical of scale and form both on this block and in the subdistrict. While not a traditional triple-decker, the size and design take inspiration from the predominant built form around the parcel.

Future neighborhood zoning updates may consider adjusting dimensional requirements in this district to better reflect existing built form, removing the need for variances of this sort.

The proposed curb cut would require the removal of a street tree, which goes against city planning goals. The tree may be preserved if the curb cut is moved south while keeping the proposed driveway in the same location. This will allow for better preservation of the existing tree canopy while encouraging the shared parking schematic which helps to minimize paved area for both properties.



Zoning Analysis:

The first zoning violation is in regards to the Floor Area Ratio (FAR) of the project. The zoning allows for a maximum FAR of 0.5, while the proposed project would have an FAR of 0.7. Triple-deckers are common in this area of Dorchester, as well as townhouse-style properties, such as the neighboring row of properties. The built reality does not match the zoning codes, as these typologies are almost impossible to construct at an FAR of 0.5, given typical lot dimensions. This highlights a potential need for zoning reform in this area.

The subject lot is 39' wide. The proposed building is 23' wide, which is a function of the typical floor plates found in this typology. While the total 16' combined side setbacks are less than the required 20' total for two 10' side yards, zoning relief is recommended because the western side of the site is afforded a zoning compliant 10' side yard setback to facilitate provision of usable open space. A relatively smaller setback is provided on the eastern side of the lot, where the proposed shared driveway is located.

The front setback is insufficient as well. There is a 15-foot requirement, while the proposed project is providing 6 feet. However, this stretch of Mallet Street is defined by its modal street wall. While the proposed project is under the zoning minimum, it is in line with the modal street wall and helps to reinforce neighborhood character.

The final violation concerns usable open space per dwelling unit. The zoning code requires 750 square feet per dwelling, while this project proposes 636 square feet per unit. While this is lower than the zoning minimum, it is in line with neighborhood design and character. The proposed project matches the typical front, rear, and side yards found in this area. Most buildings in the surrounding area do not meet this minimum requirement. This again reflects a disconnect between zoning and the built reality of the neighborhood.

Plans reviewed are titled, "Proposed 2 and a Half Story, 2 Family Building", prepared by Tim Johnson Architects, and dated 9/12/2024.

Recommendation:

In reference to BOA1696317, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review in order for the curb cut to be shifted south to preserve an existing street tree.



Planning Department

CITY of BOSTON

Reviewed,

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

Deputy Director of Zoning

MEMORANDUM**November 13, 2025**

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

FROM: CASEY HINES, CO-DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, CO-DIRECTOR FOR DEVELOPMENT REVIEW
DYLAN NORRIS, PROJECT MANAGER
ALEXA PINARD, SENIOR URBAN DESIGN REVIEWER
HEEYOUNG LEE, LANDSCAPE ARCHITECT
AMBER GALKO, RESILIENCY REVIEWER
MAX HOUGHTON, POLICY SPECIALIST

SUBJECT: 146-150 MILK STREET a/k/a 75 CENTRAL STREET, DOWNTOWN

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 146-150 Milk Street (as described below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); (2) enter into a PILOT Agreement under MGL c. 121B § 16 for the Proposed Project; (3) adopt a minor modification to the Downtown Waterfront-Faneuil Hall Urban Renewal Plan; (4) execute a Quitclaim Deed for a temporary, limited interest in the Project Site; and (5) take any other actions, and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

BACKGROUND ON PILOT PROGRAM

On June 20, 2024, Wingate Development, LLC (as itself or through an affiliate, the "Proponent") applied to Mayor Wu's and the Planning Department's Downtown Residential Conversion Incentive Pilot Program (the "Pilot Program"). The Pilot Program was authorized by the BPDA Board on October 12, 2023 ("October Board Vote") and offers approved applicants a tax abatement in exchange for converting

their underutilized office building into multi-family residential rental units. The October Board Vote authorized the creation of a Demonstration Project Plan Area in Downtown Boston (the “Plan Area”) and the Plan Area establishes an area where the BPDA is able to act pursuant to MGL c. 121B (“Chapter 121B”) and provide a contract for payment in lieu of taxes (“PILOT Agreement”) pursuant to Chapter 121B. The Proponent must also comply with current Green Energy Stretch Goals, where applicable, and the 2024 Article 79 Inclusionary Zoning standards.

PROJECT SITE

The site includes approximately 7,956 square feet of land located at 146-150 Milk Street a/k/a “75 Central Street” in the Financial District of downtown neighborhood of Boston, with street frontages along Milk Street and Central Street (the “Project Site”). The Project Site includes an existing six (6) story, approximately 21,558 square-foot office building.

DEVELOPMENT TEAM

The development team includes:

Proponent:	The Continental Building Associates Limited Partnership c/o Wingate Development, LLC Eric VanDusen 100 Wells Avenue Newton, MA 02469
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Architect:	Embarc Design Associates Bill Mensinger 580 Harrison Avenue, Suite 2W Boston, MA 02118
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Permitting Counsel:	Goulston & Storrs David Linhart One Post Office Square Boston, MA 02109
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Civil Engineer:	Columbia Design Group Peter Gammie
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14 Upham Avenue
Boston, MA 02125

MEP/FP Engineer: Wozny/Barbar & Associates
Zbigniew Wozny
161 Exchange Street, 3rd Floor
Pawtucket, RI 02860

Structural Engineer: Veitas Engineers
Andrew Filipe
315 University Ave
Westwood, MA 02090

Historic Consultant: Public Archaeology Laboratory
Elizabeth Warburton
26 Main Street
Pawtucket, RI 02860

Building Code Consultant: SLS Consulting/SOCOTEC
Trevor Rabidou
75 Hood Park Drive, Suite 300
Boston, MA 02129

PROPOSED PROJECT

Under the Pilot Program, the Proposed Project involves the office-to-residential conversion of an existing six (6) story office building located at the Project Site from commercial/office/business use to approximately 18 new multifamily dwelling units on upper floors with ground level residential lobby, associated amenities, and continued commercial use, such as office and/or retail designed to activate the street level and contribute to the area's evolving mixed-use fabric.

The residential rental units will include approximately eight (8) studio apartments, six (6) one-bedroom apartments, and four (4) one-bedroom + den apartments. The Proposed Project also will include a secured interior ground floor bicycle storage room with twelve (12) resident bike parking spaces and four (4) visitor bike parking spaces located within the Project Site.

PLANNING CONTEXT

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

ARTICLE 80 REVIEW PROCESS

On July 11, 2025, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Code. The Planning Department sponsored and held a virtual public meeting on August 12, 2025, via Zoom for the Proposed Project. The meeting was advertised in the Boston Guardian and posted on the Planning Department website, and a notification was emailed to all subscribers of the Planning Department’s Downtown neighborhood update list. The public comment period ended on August 10, 2025.

ZONING

At the time of filing said Application for Small Project Review, the Project Site was located within the Article 45 Markets Protection Area of the Government Center/Markets District; however, the Zoning Commission approved amended zoning on October 22, 2025, as signed by the Mayor on October 28, 2025, instead locating the Project Site within the Article 31 SKY-LOW Downtown Dimensional Historic Overlay District. The applicable overlay districts are the Article 32 Groundwater Conservation Overlay District, the Article 25A Coastal Flood Resilience Overlay District, the Article 25 Flood Hazard District (Zone AE), and the Section 3-1A.c Restricted Parking Overlay District. Such zoning allows the proposed upper floor multifamily, accessory residential, and ground floor office and retail uses for the Project Site. The Proposed Project will not change the dimensions of the existing building. The existing building does not contain vehicle parking, and none is contemplated for the Proposed Project.

MITIGATION AND COMMUNITY BENEFITS

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

- Revitalizing the downtown neighborhood by converting underutilized office space to on-site housing, bringing foot traffic back to the neighborhood, generating a new customer base for restaurants and shops, and creating a more vibrant urban core;
- Creating three (3) on-site income-restricted units at an average not more than 60% of the Area Median Income ("AMI");
- Meeting, where applicable, current Green Energy Stretch Goals as required by the Pilot Program;
- Adaptive re-use and preservation of the nationally registered historic building;
- Re-use of a vast majority of existing building components in order to minimize demolition waste and promote construction sustainability; and
- Provision of four (4) visitor bike parking spaces within the Project Site.

INCLUSIONARY ZONING

The Proposed Project is subject to Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ"), and is located within Zone A, as defined by IZ. IZ requires that 17% of the total number of units or residential leasable square footage within Article 80E Small Project developments are designated as IZ units. In this case, three (3) units comprising approximately 16.67% of the total number of units or approximately 17.10% of residential leasable square footage within the conversion project will be made available to households with incomes not more than 60% of Area Median Income ("AMI"), as based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and rent limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent
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205	One-Bedroom	675	60%	\$1,484
303	Studio	525	60%	\$1,266
401	One-Bedroom	510	60%	\$1,484

The location of the IZ Units will be finalized in conjunction with MOH staff and outlined in the Affordable Rental Housing Agreement and Restriction ("ARHAR"), and rents and income limits will be adjusted according to MOH published maximum rents and income limits, as based on HUD AMLs, 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; and
- (2) Household size (a minimum of one (1) person per bedroom).

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

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

TERMS OF PILOT AGREEMENT

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

DEED CONVEYANCE

In order to comply with the rules and regulations under MGL c. 121B § 16, the BPDA must take an interest in the Project Site. To effectuate that, the BPDA and the Proponent as the Project Site owner will enter into (i) a deed which conveys limited rights in the Project Site and (ii) an indemnification agreement to ensure the BPDA does not have liability on the property, subject to the terms of such agreement.

MINOR MODIFICATION TO THE URBAN RENEWAL PLAN

In order to effectuate the redevelopment of the Project Site to be identified as Parcel J-1 in the Downtown Waterfront-Faneuil Hall Urban Renewal Plan ("Urban Renewal Plan"), a minor modification to the Urban Renewal Plan will be required. Specifically, the proposed minor modification will name the parcel "J-1" within the Urban Renewal Plan, adopt the boundaries of the parcel shown in the attached map, and set the allowable uses on the parcel to be Residential and Commercial.

AUTHORIZATION TO ENTER INTO AMENDED AND RESTATED LAND DISPOSITION AGREEMENT

Pursuant to the item above, it is requested that the Board authorizes the BRA to enter into an Amended and Restated Land Disposition Agreement ("LDA") with the Proponent authorizing the uses on the site as residential and commercial.

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommend that the Director be authorized to: (1) issue a Certification of Approval for the Proposed Project; (2) enter into a PILOT Agreement under MGL c. 121B § 16 for the Proposed Project; (3) adopt a minor modification to the Downtown Waterfront-Faneuil Hall

Urban Renewal Plan; (4) execute and accept a Quitclaim Deed for a temporary, limited interest in the Project Site; and (5) take any other actions, and execute 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 Code, approving the development at 146-150 Milk Street a/k/a "75 Central Street" proposed by Wingate Development, LLC (as itself or through an affiliate, the "Proponent"), for the office-to-residential conversion of an existing six (6) story office building located at the Project Site from commercial/office/business use to approximately 18 new multifamily dwelling units on upper floors with ground level residential lobby, associated amenities, and continued commercial use, such as office and/or retail (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the BPDA; and

FURTHER

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

FURTHER

VOTED: That the Director is authorized to adopt the attached resolution entitled "RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY RE: MINOR MODIFICATION TO THE DOWTOWN WATERFRONT-FANEUIL HALL URBAN RENEWAL PLAN AREA, PROJECT NO. MASS. R-77, WITH RESPECT TO PARCEL J-1"; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and accept a Quitclaim Deed for a temporary, limited interest in the Project Site to effectuate the PILOT Agreement; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, including without limitation an Amended and Restated Land Disposition Agreement, a deed, and an indemnification agreement.

Appendix A

**RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY
RE: MINOR MODIFICATION TO THE DOWNTOWN WATERFRONT-FANEUIL HALL
URBAN RENEWAL PLAN AREA, PROJECT NO. MASS. R-77, WITH RESPECT TO
PARCEL J-1.**

WHEREAS, the Downtown Waterfront-Faneuil Hall Urban Renewal Plan, Project No. Mass. R-77, was adopted by the Boston Redevelopment Authority (the "Authority") on April 24, 1964 ("Downtown Waterfront-Faneuil Hall Urban Renewal Plan") and requires the development of land in compliance with the regulations and controls of the Downtown Waterfront-Faneuil Hall Urban Renewal Plan; (said plan, as previously modified, being herein referred to as the "Waterfront Plan");

WHEREAS, Section 1101 of Chapter XI of the Waterfront Plan, entitled "Modification and Termination" provides that the Waterfront Plan may be modified at any time by the Authority, provided: that any amendment that in the reasonable opinion of the Authority substantially or materially alters or changes the Waterfront Plan must be subject to the Federal, State, and local approvals then required by law; that no amendment to any provision of Chapter XI shall be effective with respect to any land disposed of or contracted for disposition by the Authority without the consent of the other party or such other party's successors or assigns;

WHEREAS, the Authority is cognizant of the requirements of Massachusetts General Laws Chapter 30, Sections 61 through 62H, as amended, and its implementing regulations (collectively "MEPA") with respect to minimizing and preventing damage to the environment; and

WHEREAS, the proposed amendment to the Plan is necessary to effectuate the redevelopment of Parcel J-1; and

WHEREAS, the proposed amendment to the Plan is a minor change and may be adopted within the discretion of the Authority pursuant to Chapter XI of said Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

1. That, pursuant to Section 1101 of Chapter XI of the Downtown Waterfront-Faneuil Hall Urban Renewal Plan, Project No. Mass. R-77 (the "Plan"), the Plan be, and hereby is, modified as follows:
 - a. That Map 2 entitled "Proposed Land Use" is modified by adopting the boundaries of Parcel J-1 as described in the map attached to this resolution;
 - b. That Map 2 entitled "Proposed Land Use" is modified by designating the Proposed Land Use of Parcel J-1 as Residential and Commercial; and
 - c. That the Table entitled "Land Use and Building Requirements" in Section 503 entitled "Specific Land Use and Building Requirements" is hereby modified by adding Parcel J-1 as follows:

Site Designation	Permitted Use	Max Bldg. Ht.	Max. FAR	Min. Parking Spaces	Vehicular Access	Arcades or Ground Floor
J-1	Residential, Commercial	AA	AA	AA	AA	AA

2. That the proposed modification is found to be a minor modification which does not substantially or materially alter or change the Plan.
3. That it is hereby found and determined pursuant to MEPA that the foregoing modification of the Plan, and any proposed development undertaken pursuant thereto, will not result in significant damage to or impairment of the environment and further, that all practicable and feasible means and measures have been taken and are being utilized to avoid and minimize damage to the environment.

4. That all other provisions of the Plan not inconsistent herewith be, and hereby are, continued in full force and effect.
5. That the Director be, and hereby is, authorized to proclaim by certificate this minor modification of the Plan, all in accordance with the provisions of the Urban Renewal Handbook, RHM7207.1, Circular dated August, 1974, if applicable.

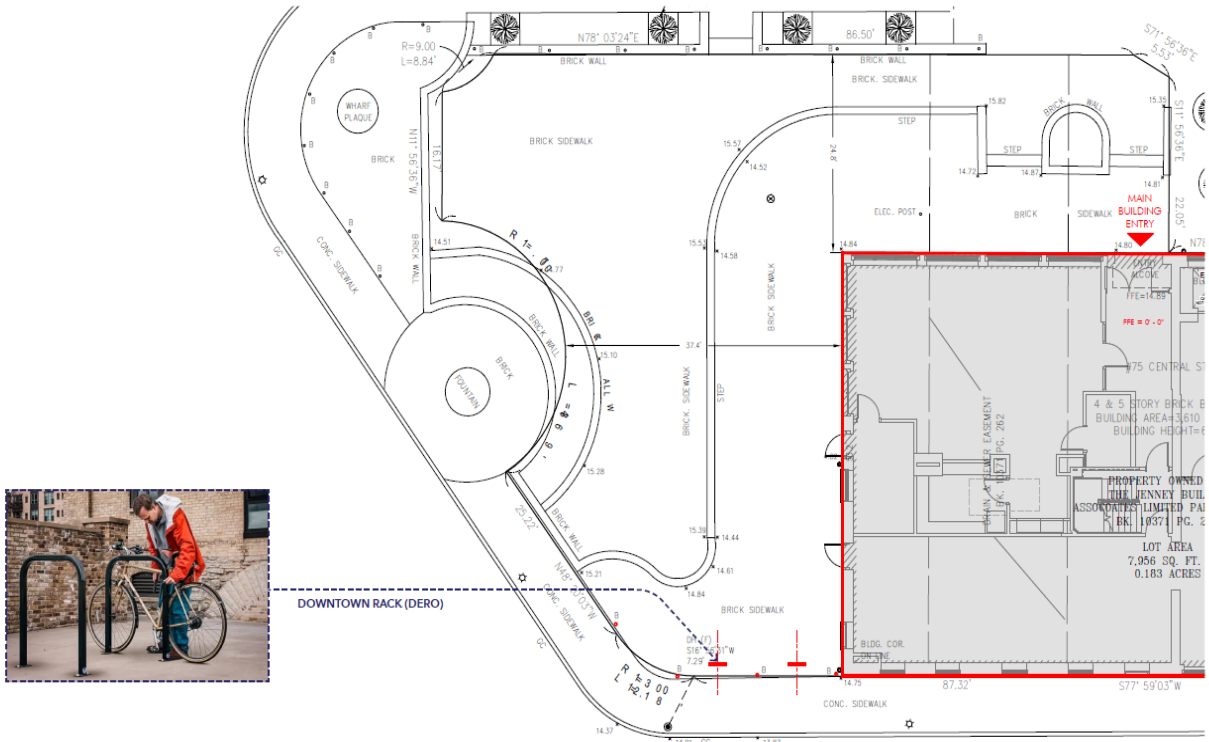
Appendix B

Exhibit A

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	21,558
Gross Floor Area	11,748
<i>Residential</i>	10,405
<i>Office</i>	685
<i>Retail</i>	685
<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	13,300,000
Residential Units	18
<i>Rental Units</i>	18
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	3
Maximum Parking spaces	
<i>Long-term Bicycle Parking</i>	12
<i>Short-term Bicycle Parking</i>	4
<i>Location of Bike Room</i>	Ground floor Interior

APPENDIX B

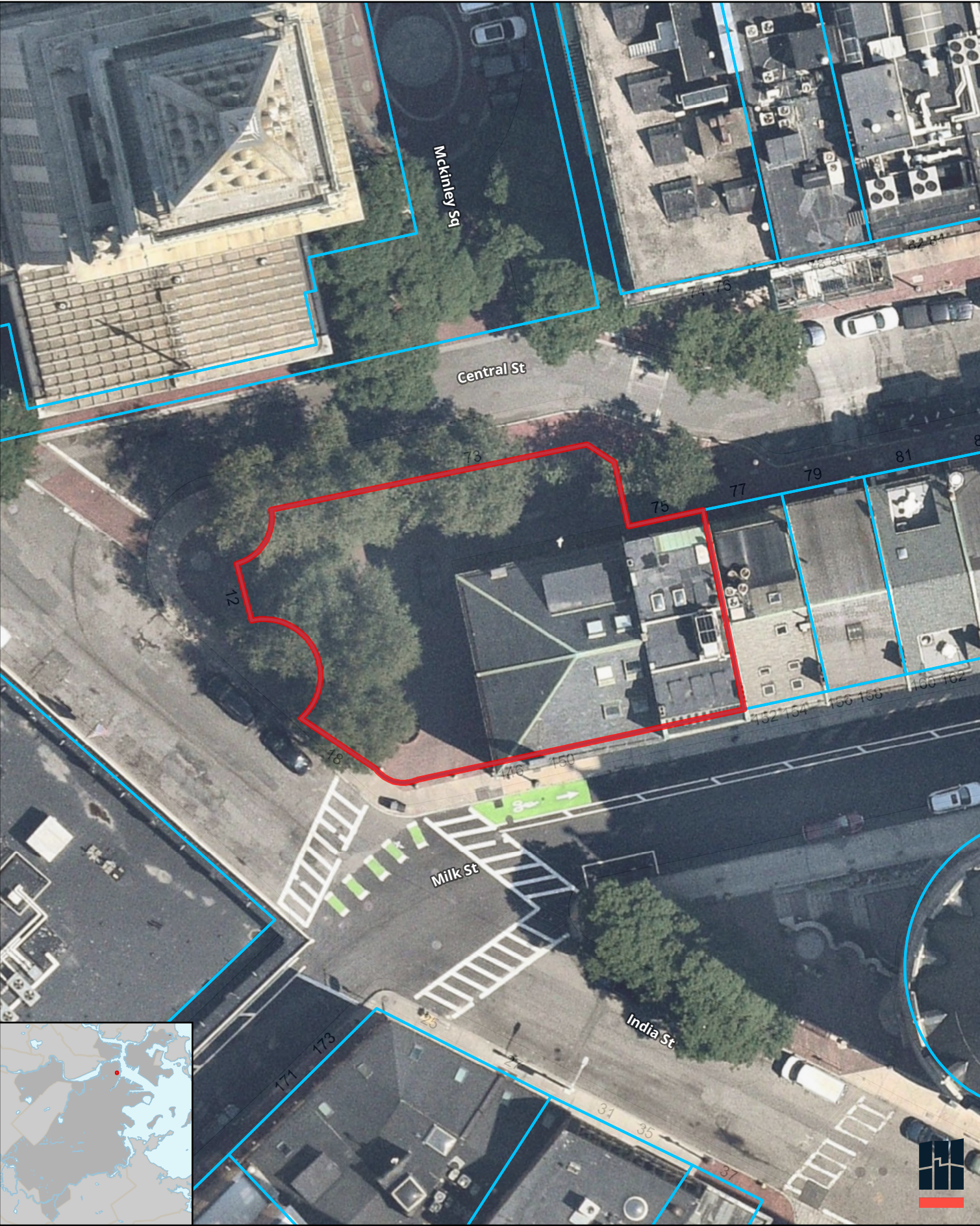
Exhibit B "Open Space plan"



150 Milk Street



150 Milk Street





Boston City Council
ED FLYNN
Councilor - District 2

November 13th, 2025

Boston Planning & Development Agency Board
One City Hall Square, Room 900
Boston, MA 02201

RE: Support for 150 Milk Street

Dear Members of the BPDA Board,

I'm writing in support of 150 Milk Street, an office to residential conversion with (18) new multifamily units across the second, third, fourth, and fifth floors of the existing site. The ground floor will include a residential lobby, amenities, and a mix of office and/or commercial spaces in an effort to activate Milk Street.

This project will revive this underutilized block in Downtown Boston and help to address Boston's housing crisis with (3) affordable units as well. I respectfully request that the Board provide every consideration to this proposal. If you have any questions, please feel free to contact me at Ed.Flynn@Boston.gov, or at 617-635-3203.

Sincerely,

Ed Flynn
Boston City Councilor, District 2

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



July 15, 2025

Mr. Dylan Norris, Project Manager
Boston Planning Department
One City Hall Square
Boston, MA 02201

Re: 150 Milk Street, Central
Small Project Review Application

Dear Mr. Norris:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at 146-150 Milk Street (aka 75 Central Street) in the downtown neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The proposed project is located on an approximately 7,956 square feet (sf) parcel of land on Milk Street that currently contains a six-story office building. The project proponent, Wingate Development LLC, proposes to convert the existing office building into a mixed-use residential building within the 21,558-sf footprint of the existing structure. The converted building will contain 18 residential units across floors two through five along with office and / or retail space on the ground floor. The building will also include shared amenity space for use by the building's occupants as well as indoor and outdoor storage space for bicycles. No off-street parking is proposed with the building conversion.

Water service is provided by Commission owned and maintained facilities in Milk Street and Central Street. Milk Street has a 12-inch Southern Low DICL water main that was installed in 1980 and a 12-inch HPFS DICL water main that was installed in 1980. Central Street has a 12-inch Southern Low DICL water main, a 16-inch Southern Low DICL water main, a 12-inch Southern High DICL water main, and a 12-inch HPFS DICL water main, all installed in 1996.

Commission owned and maintained sewer facilities include a 12-inch vitrified clay sanitary sewer and a 12-inch RCP storm drain in Central Street. The Commission also owns and maintains a 66" sanitary sewer pipe and a 72" combined sewer overflow pipe which run north to south from Central Street to Milk Street underneath of the footprint of the existing building.

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



The Commission has the following comments regarding the proposed project.

General

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



5. The water use and sewage generation estimates were not provided in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. City of Boston's Complete Streets Initiative should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. City of Boston's Complete Streets Initiative should also provide the methodology used to estimate water demand for the proposed project.
6. For any proposed masonry repair and cleaning Wingate Development LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit City of Boston's Complete Streets Initiative will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. City of Boston's Complete Streets Initiative is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
7. Wingate Development LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
8. The Commission will require Wingate Development LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Wingate Development LLC to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
9. It is Wingate Development LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Wingate Development LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.



Water

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

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Wingate Development LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.



2. The Commission encourages Wingate Development LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Wingate Development LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Wingate Development LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. Wingate Development LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects must retain, on site, a volume of runoff equal to 1.00 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Wingate Development LLC will be required to meet MassDEP Stormwater Management Standards.
6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that Wingate Development LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. Wingate Development LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Wingate Development LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

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



9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/ejp

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



To: [Dylan Norris], BPDA
From: [Rihabe Oulal], PWD
Date: [8/11/2025]
Subject: [150 Milk Street] - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for 150 Milk Street SPRA.

Project Coordination:

The developer should coordinate with PIC and PWD to develop safety and accessibility improvements for pedestrians along the property's public right-of-way.

Project Specific Scope Considerations:

The developer shall seek to reconstruct accessible sidewalks along Central Street, India Street, and Milk Street. This work shall include all of the ramps and their reciprocals at these street interactions to be ADA-compliant. The developer shall coordinate with the Public Improvement Commission (PIC) regarding any modifications to curb geometry and streetscape materials.

Site Plan:

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

Construction Within The Public vs Private Right-of-Way (ROW):

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

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

Sidewalks:

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

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

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



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(617) 635-4900



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

Driveway Curb Cuts:

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

Discontinuances:

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

Easements:

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

Landscaping:

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

Street Lighting:

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

Roadway:

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

Additional Project Coordination:

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

Green Infrastructure:

The developer shall work with PWD, the Green Infrastructure Division, and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC. Effects of water infiltration with respect to the adjacent underpass structure and underground MBTA tunnels that may be negatively impacted by infiltration may impact the ability to install such systems and should be considered. Coordination with PWD and MBTA will be required.

Resiliency:

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

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CITY *of* BOSTON

Michelle Wu, Mayor

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at jeffrey.alexis@boston.gov or at 617-635-4966.

Sincerely,

Jeffrey Alexis

Principal Civil Engineer

Boston Public Works Department

Engineering Division

CC: Todd Liming, PIC



PUBLIC WORKS DEPARTMENT

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The Office of the Streets, Transportation, and Sanitation

(617) 635-4900

To: Kairos Shen, Chief of Planning, Boston Planning Department

From: Raisa Saniat, Cultural Planner, Mayor's Office of Arts and Culture

Date: August 10, 2025

Subject: 150 Milk Street (SPRA)

Recommendation: None

The Mayor's Office of Arts and Culture (MOAC) would like to comment on the proposed 150 Milk Street (SPRA) and the outcomes expected from the Article 80 application by Wingate Development, LLC.

Summary:

The project involves converting an existing, partially occupied office building into a mixed-use residential development. The upper floors (levels two through five) will be redeveloped to create approximately 18 new multifamily residential units. On the ground floor, the space will be reconfigured to include a residential lobby, amenity areas for residents, including a co-working space, and a combination of office and/or retail space. These ground-floor uses are intended to bring activity to the street and support the area's transition into a more vibrant, mixed-use neighborhood.

MOAC's primary feedback is as follows:

- Suggestion: The proposed co-working space (1,242 SF) be integrated as an arts and cultural use to align this project to other initiatives taking place in repositioning Downtown.

MOAC Alignment & Analysis:

According to [data](#) from the Boston Planning Department Research Division, the creative economy in Boston is currently approximately 4.5% of Boston's economy and sustains almost 9% of its workforce and yet in the last decade only 0.58% of development space permitted in Boston was for arts and cultural uses.

Downtown Creative Enterprise Zone

MOAC has been collaborating with other City departments, alongside the Mayor's Office, to reposition Downtown as a Creative Enterprise Zone to reverse the economic downturn that Downtown Boston is facing, i.e., the [Space for Creatives Downtown Request for Information \(RFI\)](#). MOAC has received various submissions from creatives seeking ground floor spaces in Downtown that can help activate the vacant storefronts.

In keeping with these principles, MOAC recommends that the proposed co-working space (1,242 SF) be integrated as an arts and cultural use. According to the submission, it is being proposed as a

public space and positioned to face the street, there is an opportunity to align this project to other initiatives taking place in repositioning Downtown.

The following are emerging space priorities for MOAC:

- Production spaces include: artist studios, live-work units, rehearsal spaces, arts fabrication spaces, recording studios, fashion studios, photography studios, makerspace, film and television facilities.
- Presenting spaces include: live music venues, performance spaces, gallery spaces, cinemas, museums, theaters, event spaces, auditorium, amphitheater, public art display spaces.

Conditions:

At this time, the Mayor's Office of Arts and Culture is unable to express either support or opposition to the proposed project. Should the Applicant elect to proceed in alignment with MOAC's feedback, the following condition applies:

1. The Applicant is encouraged to coordinate with the Mayor's Office of Arts and Culture regarding the selection of the occupier of the proposed space.

We are looking forward to continuing to work closely with the Planning Department on this project for the City of Boston and our constituents.

With kind regards,



Raisa Saniat
Cultural Planner, Mayor's Office of Arts & Culture
City of Boston

MEMORANDUM**JULY 17, 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
SCOTT SLARSKY, SENIOR ARCHITECT AND URBAN PLANNER
ELLA WISE, SENIOR PLANNER
SAM VALENTINE, SENIOR LANDSCAPE ARCHITECT
COLIN FREDRICKSON, TRANSPORTATION PLANNER
DANE BRIMMEIER, SUSTAINABILITY REVIEWER
EBONY DAROSA, SENIOR PROJECT MANAGER

SUBJECT: 3430 + 3440 WASHINGTON STREET, JAMAICA PLAIN

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA"): authorize the Director of the BPDA (the "Director") to issue (1) a Scoping Determination waiving the requirement of further review pursuant to Section 80B-5.3(d) of the Boston Zoning Code (the "Code") in connection with the Project Notification Form submitted to the BPDA on September 24, 2024, by Boston Real Estate Capital LLC (the "Proponent") for the 3430 Washington and 3440 Washington Street project (collectively, the "Proposed Project"); (2) a Certification of Compliance under Section 80B-6 for the Proposed Project, upon successful completion of the Article 80 review process; and (3) take any and all other actions and execute and deliver a Cooperation Agreement, and one or more Affordable Rental Housing Agreement and Restriction(s) ("ARHAR")

for each building, and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project is comprised of two non-contiguous parcels at 3430 and 3440 Washington Street (collectively, the “Site”) in the Jamaica Plain neighborhood. The Site is divided by Rockvale Circle, and boarded by Washington Street to the west. The 3430 Washington Street parcel has a footprint area of approximately 22,650 square feet and is currently occupied by an auto body shop and vehicle impound lot. The 3440 Washington Street parcel has a footprint area of approximately 32,230 square feet and is currently occupied by Hatoff’s gas station.

DEVELOPMENT TEAM

Proponent:	<u>Boston Real Estate Capital LLC</u> Joseph Hassell
Attorney:	<u>LaCasse Law, LLC</u> Marc LaCasse
Architect:	<u>Choo & Company, Inc.</u> Marc Sullivan, Arthur Choo Jr.
Landscape Architect:	<u>Zen Associates, Inc.</u> Tom Frontera, Joe Klufts, Scott Pancake
Sustainability:	<u>Home Energy Rates LLC</u> Chris Mazzola, Patrick Daley, Andy Arsenault
Transportation Planner Engineer:	<u>MDM Transportation Consultants, Inc.</u> Rob Michaud, Dan Dumais, Dan Lindquist

Civil Engineer: Neponset Valley Survey Associates
Todd Ferguson

DESCRIPTION AND PROGRAM

The Proposed Project will consist of two (2) new residential buildings (each a “Building”), totaling approximately 239,831 sf and containing up to two hundred and thirty (230) residential rental units, approximately 10,466 sf of retail space, one-hundred (100) vehicular parking spaces, two hundred and thirty-four (234) resident bicycle parking spaces, and fifty-four (54) visitor bicycle parking spaces.

The 3430 Washington Street Building will contain approximately 134,572 sf, six (6) stories, up to one hundred and thirty (130) residential units, approximately 4,322 sf of retail space, and up to fifty-eight (58) motor vehicle parking spaces.

The 3440 Washington Street Building will contain approximately 105,259 sf, five (5) stories, up to one hundred (100) residential units, approximately 6,144 sf of retail space, and up to forty-two (42) motor vehicle parking spaces.

The two hundred and thirty (230) total units in the Proposed Project include seventy (70) studio units, one-hundred and four (104) one-bedroom units, and fifty-six (56) two-bedroom units.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	239,831
Gross Floor Area	214,618
<i>Residential</i>	208,108
<i>Office</i>	0
<i>Retail</i>	10,466
<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>	21,257
Development Cost Estimate	90,000,000
Residential Units	230
<i>Rental Units</i>	230
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	46
Parking spaces	100

ARTICLE 80 REVIEW PROCESS

On June 12, 2024, the Proponent filed a Letter of Intent (“LOI”) in accordance with the BPDA’s policy regarding Provision of Mitigation by Development Projects in Boston. The Proponent filed a Project Notification Form (“PNF”) describing the Proposed Project on September 24, 2024. Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on September 24, 2024. The notice and PNF were sent to the City’s public agencies/departments and elected officials. Additionally, copies of the PNF were sent to the members of the Proposed Project’s Impact Advisory Group (“IAG”).

Pursuant to Section 80B-5.3 of the Code, a Scoping Session on the Proposed Project was held with the City’s public agencies and elected officials on October 22, 2024.

The BPDA sponsored and held IAG meetings on October 21, 2024, March 24, 2025, and June 23, 2025. Public meetings were held on October 29, 2024, and May 19, 2025 to present the Proposed Project and solicit feedback.

In addition to the above-mentioned meetings, the Proponent conducted extensive community outreach and met with abutters, neighborhood groups, and local

elected officials before and during the Article 80 review process to discuss the Proposed Project.

On July 1, 2025, the Boston Civic Design Commission voted to recommend that the BPDA Board approve the Proposed Project upon successful completion of the Article 80 Development Review process with proviso that the Planning Department review staff focus further design attention on building material palettes and expression, and architectural and landscape lighting strategies.

PLANNING AND ZONING CONTEXT

The Proposed Project is located within the PLAN: JP/Rox plan area, which was adopted in 2017 by the BPDA Board to increase market-rate and affordable housing choices and protect against displacement in the neighborhood just east of the Orange Line from Jackson Square to Forest Hills stations. In particular, the PLAN encourages the redevelopment of auto-oriented commercial and industrial land into housing.

Several projects have been proposed, permitted, and constructed within the planning area, including a six-story mixed-use project at 3390 Washington Street, just north of the Proposed Project approved by the BPDA Board in 2023. In addition, a five-story mixed-use project at 3458 Washington just south of the Proposed Project was approved by the BPDA Board in January 2025 and by the Zoning Board of Appeal on July 8, 2025.

Although the PLAN was not codified in the zoning code, it provides use, dimensional, and design guidance for the Proposed Project, Site and the Local Industrial zoning subdistrict. The Proposed Project was designed to closely adhere to the PLAN use, dimensional, and parking guidelines. For example, the proposed height, which is greater closer to Green Street station and lower further from Green Street station, matches the height recommended in the PLAN. In addition, over the course of Article 80 review, the Proponent increased the rear yard setback where the Proposed Project abuts existing low-density housing, widened sidewalks and public spaces, and increased the open space on the ground floor and on roof decks to gain even greater consistency with the PLAN: JP/Rox design guidance.

Because the Proposed Project filed its PNF prior to October 1, 2024, it is not subject to the new Inclusionary Zoning, per Section 79-9 of the Zoning Code, which establishes the Transition Rule for Inclusionary Zoning. However, the Proposed

Project exceeds the existing Inclusionary Development Policy requirements to which it is subject, by providing 20% income-restricted units with a mix of units available to the general population and units reserved for housing voucher holders.

The current zoning for the Site is the Jamaica Plain Neighborhood District, Local Industrial subdistrict. The dimensional requirements are based on this intended industrial use - there are no yard requirements, maximum height is 35 feet, and FAR is 1.0. Given the goals of PLAN: JP/Rox to utilize existing industrial sites for mixed-use and housing, zoning relief is recommended for both use and dimensional variances.

AFFIRMATIVELY FURTHERING FAIR HOUSING

The Proposed Project will incorporate the following Affirmatively Furthering Fair Housing (AFFH) Interventions:

Article 80 Interventions:

- Provide all IDP units on-site
- Provide a higher proportion 2+ bedroom IDP units
- Any other option(s) that meet AFFH goals: Include voucher set-aside units

Marketing and Housing Interventions:

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

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 (the "IDP") and is located within Zone B, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. Further, the Proponent has agreed to increase affordability within the project to exceed IDP requirements in response to Plan JP/Rox. In this case, the Proposed Project has committed to providing a minimum of 13% of the total number of units within the Proposed Project to be income-restricted at up to 70% of Area Median Income, and an additional 7% of total units to be made available to

households with housing vouchers qualifying at or below 110% of AMI. In this case, seventeen (17) units in the 3430 Washington Street and thirteen (13) units in the 3440 Washington Street building will be made affordable to households with incomes not more than 70% of AMI (the “IDP Units”), as published annually by the BPDA and based upon data from the United States Department of Housing and Urban Development (“HUD”), and nine (9) units in the 3430 Washington Street building and seven (7) units in the 3440 Washington Street building will be made affordable to households with housing vouchers with incomes up to 110% of Area Median and rented at not higher than the Small Area Fair Market Rent published and adjusted by HUD (“SAFMR”) for zip code 02130 (the “IDP Voucher Units”). In this case, the proposed income-restricted units are 20% of total residential units, or approximately 22.75% of residential leasable square footage within the Proposed Project.

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

3430 Washington Street

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
TH1	Two-Bedroom TH	960	Voucher	\$3,060	
TH3	Two-Bedroom TH	960	Voucher	\$3,060	
TH5	Two-Bedroom TH	960	Voucher	\$3,060	
TH7	Two-Bedroom TH	960	Voucher	\$3,060	
202	One-Bedroom + Den	753	70%	\$1,621	Group-2A
206	Two-Bedroom + Den	976	70%	\$1,837	
210	One-Bedroom	663	70%	\$1,621	
212	One-Bedroom	663	70%	\$1,621	
214	Two-Bedroom + Den	1077	70%	\$1,837	
217	Two-Bedroom + Den	931	70%	\$1,837	
220	Studio	468	70%	\$1,383	
222	Studio	451	70%	\$1,383	Group-2A
302	One-Bedroom + Den	753	70%	\$1,621	

305	One-Bedroom	648	70%	\$1,621	
306	Two-Bedroom + Den	976	Voucher	\$3,060	
308	One-Bedroom + Den	782	70%	\$1,621	
311	One-Bedroom	663	70%	\$1,621	
313	One-Bedroom	663	70%	\$1,621	
314	Two-Bedroom + Den	1077	Voucher	\$3,060	
315	One-Bedroom + Den	709	70%	\$1,621	
319	One-Bedroom	665	70%	\$1,621	Group-2A
324	One-Bedroom	673	70%	\$1,621	
406	Two-Bedroom + Den	976	Voucher	\$3,060	Group-2A
409	Studio	460	70%	\$1,383	
414	Two-Bedroom + Den	1077	Voucher	\$3,060	
417	Two-Bedroom + Den	931	Voucher	\$3,060	

3440 Washington Street

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
TH1	Two-Bedroom TH	920	Voucher	\$3,060	
TH3	Two-Bedroom TH	920	Voucher	\$3,060	
TH5	Two-Bedroom TH	920	Voucher	\$3,060	
TH7	Two-Bedroom TH	920	Voucher	\$3,060	
203	One-Bedroom	641	70%	\$1,621	
205	One-Bedroom + Den	741	70%	\$1,621	Group-2A
210	Two-Bedroom + Den	957	Voucher	\$3,060	
212	One-Bedroom	678	70%	\$1,621	
217	Two-Bedroom	922	Voucher	\$3,060	Group-2A
220	One-Bedroom + Den	704	70%	\$1,621	
222	One-Bedroom	625	70%	\$1,621	
302	Studio	454	70%	\$1,383	
305	One-Bedroom + Den	744	70%	\$1,621	

308	Studio	459	70%	\$1,383	Group-2A
313	One-Bedroom	663	70%	\$1,621	
315	One-Bedroom	663	70%	\$1,621	
320	One-Bedroom + Den	704	70%	\$1,621	
323	One-Bedroom	625	70%	\$1,621	
409	One-Bedroom + Den	736	70%	\$1,621	
417	One-Bedroom + Den	762	Voucher	\$3,060	

The location of the IDP Units will be finalized in conjunction with BPDA and Mayor's Office of Housing ("MOH") staff and outlined in the ARHAR for each building, and rental prices and income limits for the IDP Units will be adjusted according to BPDA published maximum rental prices and income limits, as based on HUD AMIs, available at the time of the initial rental of the IDP Units, and the rental prices for the IDP Voucher Units will be adjusted according to the MOH published SAFMR available at the time of the rental of the IDP Voucher Units. IDP Units and IDP Voucher 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 for each building 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 IDP Units and IDP Voucher Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

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

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

An affordability covenant will be placed on the IDP Units and IDP Voucher Units for each building 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 IDP Voucher Units during this fifty (50) year period must fall within the applicable income and rent limits for each IDP Unit and IDP Voucher Unit. IDP Units and IDP Voucher Units may not be rented out by the developer 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 IDP Voucher Units.

MITIGATION AND COMMUNITY BENEFITS

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

- Make a one-time Forty-Five Thousand (\$45,000.00) contribution to the English High School, a Boston Public School, as described below:

Recipient:	The English High School 144 McBride Street Boston, MA 02130
Use:	Career and technical program
Amount:	\$45,000.00
Timeline:	The \$45,000 contribution is due at initial building permit issued by ISD.

- Make a one-time Fifteen Thousand (\$15,000.00) contribution to the Franklin Park Coalition, a non-profit organization, as described below:

Recipient:	Franklin Park Coalition 2010 Columbus Avenue Boston, MA 02119
Use:	To be determined by the organization
Amount:	\$15,000.00

Timeline: The \$15,000 contribution is due at initial building permit issued by ISD.

- Make a one-time Two Thousand (\$2,000.00) contribution to 826 Boston, a non-profit organization, as described below:

Recipient: 826 Boston
3035 Washington Street
Boston, MA 02119

Use: The after-school writing and tutoring program

Amount: \$2,000.00

Timeline: The \$2,000 contribution is due at initial building permit issued by ISD.

- Make a one-time Thirty-Two Thousand (\$32,000.00) contribution to Habitat for Humanity, a non-profit organization, as described below:

Recipient: Habitat for Humanity Greater Boston
434 Massachusetts Avenue, Suite 201
Boston, MA 02118

Use: For the Habitat for Humanity development project located at 174 Boylston Street in Jamaica Plain

Amount: \$32,000.00

Timeline: The \$32,000 contribution is due at initial building permit issued by ISD.

- The Proponent will prioritize a local/minority owned business as tenant for 1 commercial unit. The qualified tenant can choose Twenty-Seven Thousand Five Hundred dollars (\$27,500) for buildout credit or rent credit. The Proponent shall perform marketing and outreach to identify such potential tenant upon issuance of an initial building permit. The Proponent shall market the commercial space by posting such advertising on site during construction and buildout, online advertising and outreach to all surrounding civic organizations. The property tax obligations for the commercial space will stay with the Proponent for the first 18 months of the business's

operation and the Proponent shall not increase rent for the selected local/minority owned business tenant more than 2% per year for the first five years.

- Building setbacks that allow for increased width along the public sidewalks along Washington Street, Rockvale Circle and Kenton Road to allow for street tree planting which will help to expand the urban forest canopy in Jamaica Plain, achieve Boston Complete street compliant accessible sidewalks, and create ground-floor amenity space adjacent to proposed retail frontage along Washington Street.
- The Proposed Project includes a total of 27 street trees, which includes # new street trees and the # existing street trees, which will be protected and preserved both on Site and in the public realm. The Proponent shall petition the PIC and the City of Boston Parks Department (as necessary) for approval to install and maintain these trees. The Proponent has performed due diligence with all relevant utility companies to confirm that trenching for new or improved service will not enter the Critical Root Zone of existing street trees to be preserved.
- Usable open space buffers between the two proposed multi-family residential buildings and existing neighborhood fabric to help bridge the change in architectural scale.
- Creation of two shared resident amenity decks, one for each building, situated within the building massing for southern exposure to maximize access to sunlight and expand the programmability of these spaces throughout the year.
- The 3430 Washington Street Building includes a total of 11,978 SF of usable open space – 6,478 SF ground floor amenity space, 3,000 SF at the second-floor roof deck, and 2,500 SF at the top roof deck, both decks for the exclusive use of the building occupants.
- The 3440 Washington Street Building includes a total of 12,716 SF of usable open space – 6,916 SF ground floor amenity space, 3,300 SF at the second-floor roof deck, and 2,500 at the top roof deck, both decks to be for the exclusive use of the building occupants.

SUSTAINABILITY & RESILIENCY

Article 37 Green Buildings & Net Zero Carbon

In support of Boston's green building and carbon neutral goals, the proposed project has employed an integrated planning process to minimize and mitigate adverse environmental impacts and ensure a highly sustainable development. The Proposed Project has committed to the following for both buildings:

- Achieving LEED Gold / 69 points certifiable, and targeting a LEED Platinum rating.
- Modeled Building Performance with Building 2035 pCEI values of 0.43 kg CO₂e/sf-yr & 0.54 kg CO₂e/sf-yr for 3430 and 3440 Washington Street (respectively), and including Mass RPS.
- Well-insulated and low-infiltration building envelope, with a Window to Wall Ratio of 22%.
- Fossil-fuel free buildings utilizing all-efficient-electric heating system, and further assessing and prioritizing heat pump systems for Domestic Hot Water heating.
- Solar PV-ready and completing and providing a full feasibility solar PV assessment prior to submitting the Article 37 Design Filing. Additionally, building roofs will be planned and designed to maximize solar PV installation and output.
- Designed and built to Phius CORE 2021 Passive House standard, and will achieve Passive House Certification.
- Finally, the proposed project has registered and is working with Mass Save to access available rebate programs.

TRANSPORTATION

- Upon issuance of the first Certificate of Occupancy for the Proposed Project, the Proponent will make a one-time "bikeshare" contribution of \$63,250.00 to Boston Transportation Department ("BTD") per the City's Bike Parking Guidelines as well as provide space for one (1) bike share station equipped with fifteen (15) docks onsite upon issuance of Certificate of Occupancy. The proponent will work with BTD and the Planning Department to site the station appropriately. Bike share stations may require Administrative Review by PIC.
- In compliance with Boston's Complete Streets Policy, the Proponent will set back their building to create a wider sidewalk on Washington Street and

Rockvale Circle, entering within the bounds of their property within the public way. Washington Street will have a minimum of seventeen (17) foot sidewalk, and Rockvale Circle will have a minimum of eight foot six inch (8'-6") sidewalk on both sides of the roadway. All sidewalks will maintain at least five (5) feet clear accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. All sidewalk setbacks are subject to design review and will require approval for a Pedestrian Easement with the Public Improvement Commission (PIC).

- Minimize the negative impacts of parking by locating the parking access off of Rockvale Circle via two (2) curb cuts, allowing for an active street wall on Washington Street. The curb cuts will be no more than twenty (20) feet each 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 extending continuously along the pedestrian path of travel. The Proponent shall petition the PIC for approval of each curb cut.
- The proponent will design and install a raised crosswalk across Rockvale Circle at the intersection with Washington Street to support pedestrian safety. The raised crosswalk will be flush with the sidewalk on either side of Rockvale Circle for its entire length.
- The proponent will make improvements to the two (2) existing crosswalks across Washington Street and Kenton Road at the intersection of Washington Street and Kenton Road. These improvements will include the implementation of compliant split pedestrian curb ramps equipped with yellow tactile warning strips.
- The developer will provide improvements to bus stop #15235 including accessibility upgrades and installation of a bus shelter. The proponent will, in coordination with the MBTA, Planning Department, and BTD, relocate the existing bus stop further south down the northbound side of Washington Street to the far side of the intersection with Kenton Road. The proponent will also implement a curb extension into Washington Street to allow for an in-lane bus stop, also known as a "bus bulb." The proponent will follow guidelines of the MBTA Bus Stop Planning & Design Guide for all identified

stops. All improvements are subject to design review and will require approval from the Public Improvement Commission (PIC).

- The developer will provide a minimum of two-hundred thirty (230) long-term bicycle parking spaces and a minimum of forty-six (46) short-term bicycle parking spaces. All long-term bicycle parking spaces will be housed within two (2) bicycle parking rooms, one within each building. The bicycle parking rooms will be designed in accordance with the design specifications included in BTB's Bike Parking Guidelines.

RECOMMENDATIONS

This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency: (1) issue a Scoping Determination pursuant to Section 80B-5.3(d) of the Code waiving further review of the Proposed Project; (2) issue a Certification of Compliance under Section 80B-6; and (3) take any and all actions, and execute and deliver a Cooperation Agreement, and one or more Affordable Rental Housing Agreement and Restriction(s) for each building, and any and all 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 Scoping Determination pursuant to Section 80B-5.3(d) of the Code which finds that the Project Notification Form (the "PNF") filed by Boston Real Estate Capital (the "Proponent") adequately describes the potential impacts arising from the proposed 3430 Washington and 3440 Washington Street project (collectively, the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and waives further review of the Proposed Project pursuant to subsections 4 and 5 of Section 80B-5 of the Code, subject to continuing design review by the BPDA; and

FURTHER
VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance pursuant to Section 80B-6 of the Code in connection with the Proposed Project upon successful completion of the Article 80 review process; and

FURTHER
VOTED:

That the Director be, and hereby is, authorized to take any and all actions and execute any and all documents deemed necessary and appropriate by the Director in connection with the foregoing including, without limitation, executing and delivering a Cooperation Agreement, and one or more Affordable Rental Housing Agreement and Restriction(s) for each building for the creation of a total of thirty (30) on-site IDP Units and sixteen (16) on-site IDP Voucher Units and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA.

3430 & 3440 Washington Street



3430 & 3440 Washington Street



Ebony DaRosa
Senior Project Manager
Planning Department
1 City Hall Square, 9th Floor
Boston, MA 02201

July 10, 2025

Re: 3430 & 3440 Washington Street, Jamaica Plain

Ms. DaRosa,

I am writing to express my support for the proposed development at 3430 & 3440 Washington Street in Jamaica Plain, which will be before the BPDA Board for a vote on Thursday, July 17, 2025.

This proposal will transform an auto body repair shop and gas station into 230 units of much-needed housing with ground floor commercial space which will also be a benefit to the vibrancy of the community, with 13 percent of the total units (30 units) being affordable at 70% AMI, and another 7 percent of the total units (16 units) reserved for voucher holders.

After discussion with members of the Impact Advisory Group and the developer, Managing Partner of Boston Real Estate Capital Joe Hassell, we have agreed on the following outline of community benefits to be included in the BPDA Board Memo and to be distributed upon issuance of the building permit:

- **Bus Station Improvements:** \$82,500
- **Contribution to English High School Career and Technical Programs:** \$45,000
- **Habitat for Humanity Project at 174 Boylston Street:** \$32,000
- **Franklin Park Coalition:** \$15,000
- **826 Boston:** \$2,000
- **Bluebikes On-Site Dock:** \$63,250
- **Small Local Business Space:** One commercial space will prioritize local/minority owned tenants and a qualified tenant can choose \$27,500 for buildout credit or rent credit. The property tax obligations for the commercial space will stay with the property owner for the first 18 months of the business's operation and rent increases will be limited to 2% per year for the first two years.

The developer has agreed to the above community benefits, and I ask that the board take this into account in the decision making process.

Sincerely,



Boston City Councilor Benjamin Weber, District 6

To: Joseph Hassell, Managing Principal, Boston Real Estate Capital
Cc: Mitchell Fischman, Principal, MLF Consulting LLC
Marc LaCasse, Attorney, LaCasse Law, LLC
Ebony DaRosa, Senior Project Manager, Boston Planning and Development Agency
From: Janna Ramadan, AFFH Zoning Assistant, on behalf of the Boston Interagency Fair Housing Development Committee
Date: June 18, 2025
Re: 3430 & 3440 Washington Street Affirmatively Furthering Fair Housing Comments from the Boston Interagency Fair Housing Development Committee

Thank you for your ongoing engagement in the Affirmatively Furthering Fair Housing Zoning review process and your work to take meaningful actions to address significant disparities both in housing needs and in access to opportunity in the Jamaica Plain neighborhood and the City of Boston as a whole. The Boston Interagency Fair Housing Development Committee (BIFDC) has reviewed your most recent response letter, dated and has additional comments, suggestions, and requests for additional information. Review by the BIFDC is intended to be ongoing and collaborative, throughout the Article 80 review and approval process. Your responses to the requested information will assist the BIFDC to continue its AFFH review of the Proposed Project.

The BIFDC has comments on and/or requests for additional information regarding:

1. Preference for rental voucher-holders

A detailed explanation of the BIFDC's comments and recommendations is included with this letter. If you have any questions, comments, or concerns about this letter or AFFH in general, please contact Janna Ramadan at janna.ramadan@boston.gov. Please submit any information and/or documents regarding AFFH to your Project Manager.

Boston Interagency Fair Housing Development Committee Review & Recommendation Form

Project Name/Address	3430 & 3440 Washington Street
BIFDC Review Date(s):	6/2/2025

AFFH Recommendations

AFFH Assessment is complete.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - An AFFH Assessment is marked as complete when the BIFDC has concluded its review and is able to make a recommendation regarding the AFFH components of a Proposed Project.
If no, describe what is needed to complete the Assessment.	Based on the comments from BIFDC representatives (attached), the Proponent is requested to respond to the following questions, comments, and recommendations: 1. Preference for rental voucher-holders: The BIFDC again recommends that the Proponent consider interventions that would increase housing access for voucher-holders. These interventions could include: <ul style="list-style-type: none"> a. Applying a voucher-holder preference to a subset of the IDP units. b. Additionally or alternatively, adding additional units (beyond the number of proposed IDP units) to be set aside for voucher-holders and rented up to the SA FMR.
AFFH Assessment appears to be accurate.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, describe the inaccuracies.	
AFFH Assessment notes:	

Planned Development Area

This review is for Planned Development Area (PDA) only (each project located within a PDA to be reviewed separately).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No-Intervention Enhancement for PDAs not required
This project is located within a PDA.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is yes, describe any different or additional AFFH and/or other housing obligations that are required under the PDA:	
PDA Notes:	

Historical Exclusion

The proposed project is located in an area of high historical exclusion.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No-Intervention Enhancement for High Historical Exclusion is not required.
Historical Exclusion notes:	

Actual Residential Displacement

There is actual residential displacement at the proposed project site.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Actual Residential Displacement Risk notes:	

Proportionality

The proposed intervention options are proportional to the size, scope, and impact of the proposed project.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Discuss the basis for the above determination.	A determination regarding Proportionality cannot be made until the outstanding issues described above are resolved.
If no, describe the type and amount of additional intervention options that are necessary to a determination of proportionality.	
Proportionality notes:	

AFFH Strategy

The proposed AFFH strategy is appropriate, achievable, and responsive to the AFFH goals detailed in the Boston Zoning Code.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Describe the basis for the above decision.	A determination that the overall AFFH Strategy is appropriate, achievable, and responsive to AFFH goals will be made once the outstanding issues are addressed by the Proponent.
If no, describe what is necessary for the proposed AFFH strategy to become appropriate, achievable, and responsive to AFFH goals, including which specific different or additional intervention options should be considered.	
AFFH Strategy Notes:	

To: Mitchell Fischman, Principal, MLF Consulting LLC
Cc: Joseph Hassell, Managing Principal, Boston Real Estate Capital
Marc LaCasse, Attorney, LaCasse Law, LLC
Ebony DaRosa, Senior Project Manager, Boston Planning and Development Agency
From: Janna Ramadan, AFFH Zoning Assistant, on behalf of the Boston Interagency Fair Housing Development Committee
Date: November 8, 2024
Re: 3430 & 3440 Washington Street Affirmatively Furthering Fair Housing Comments from the Boston Interagency Fair Housing Development Committee

Thank you for submitting your Affirmatively Furthering Fair Housing (AFFH) Assessment and for your ongoing work to take meaningful actions to address significant disparities both in housing needs and in access to opportunity in the Jamaica Plain neighborhood and the City of Boston as a whole. The Boston Interagency Fair Housing Development Committee (BIFDC) has reviewed your submission and has additional comments, suggestions, and requests for additional information. Review by the BIFDC is intended to be ongoing and collaborative, throughout the Article 80 review and approval process. Your responses to the requested information will assist the BIFDC to continue its AFFH review of the Proposed Project.

The BIFDC has comments on and/or requests for additional information regarding:

1. AMIs of units
2. Preference for rental voucher-holders
3. Number of 2+ BR units

A detailed explanation of the BIFDC's comments and recommendations is included with this letter. If you have any questions, comments, or concerns about this letter or AFFH in general, please contact Janna Ramadan at janna.ramadan@boston.gov. Please submit any information and/or documents regarding AFFH to your Project Manager.

Boston Interagency Fair Housing Development Committee Review & Recommendation Form

Project Name/Address	3430 & 3440 Washington Street
BIFDC Review Date(s):	11/4/2024

AFFH Recommendations

AFFH Assessment is complete.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - An AFFH Assessment is marked as complete when the BIFDC has concluded its review and is able to make a recommendation regarding the AFFH components of a Proposed Project.
If no, describe what is needed to complete the Assessment.	<p>Based on the comments from BIFDC representatives (attached), the Proponent is requested to respond to the follow questions, comments, and recommendations:</p> <ol style="list-style-type: none"> AMIs of units: Proponent is requested to deepen affordability by providing units at lower AMIs. Preference for rental voucher-holders: BIFDC recommends that the Proponent consider interventions that would increase housing access for voucher-holders. There are fewer households using a rental-voucher in the project area than in Boston as a whole, indicating there could be barriers preventing these families from accessing housing in the area that may benefit from voucher-holder preference or units. These interventions could include: <ol style="list-style-type: none"> Applying a voucher-holder preference to a subset of the IDP units. Additionally or alternatively, adding additional units (beyond the number of proposed IDP units) to be set aside for voucher-holders and rented up to the SA FMR. Number of 2+ BR units: Proponent is requested to increase the number of 2BR and add 3BR units. While noting the unit breakdown within the project area compared to the City as a whole, this recommendation is in line with the City of Boston Housing Strategy 2025, which includes increasing the number of multi-bedroom housing units as a priority to serve families throughout the City.

AFFH Assessment appears to be accurate.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, describe the inaccuracies.	
AFFH Assessment notes:	

Planned Development Area

This review is for Planned Development Area (PDA) only (each project located within a PDA to be reviewed separately).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No-Intervention Enhancement for PDAs not required
This project is located within a PDA.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is yes, describe any different or additional AFFH and/or other housing obligations that are required under the PDA:	
PDA Notes:	

Historical Exclusion

The proposed project is located in an area of high historical exclusion.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No-Intervention Enhancement for High Historical Exclusion is not required.
Historical Exclusion notes:	

Actual Residential Displacement

There is actual residential displacement at the proposed project site.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Actual Residential Displacement Risk notes:	

Proportionality

The proposed intervention options are proportional to the size, scope, and impact of the proposed project.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Discuss the basis for the above determination.	A determination regarding Proportionality cannot be made until the outstanding issues described above are resolved.
If no, describe the type and amount of additional intervention options that are necessary to a determination of proportionality.	
Proportionality notes:	

AFFH Strategy

The proposed AFFH strategy is appropriate, achievable, and responsive to the AFFH goals detailed in the Boston Zoning Code.	<input type="checkbox"/> Yes <input type="checkbox"/> No
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Describe the basis for the above decision.	A determination that the overall AFFH Strategy is appropriate, achievable, and responsive to AFFH goals will be made once the outstanding issues are addressed by the Proponent.
If no, describe what is necessary for the proposed AFFH strategy to become appropriate, achievable, and responsible to AFFH goals, including which specific different or additional intervention options should be considered.	
AFFH Strategy Notes:	