



Planning Department

CITY of BOSTON

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: April 22, 2026

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the April 28, 2026 Board of Appeals Hearing.

Also included:

1258 to 1262 Massachusetts AV Dorchester 02125
1954 Commonwealth AV Brighton 02135

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



Case	BOA1807677
ZBA Submitted Date	2025-12-22
ZBA Hearing Date	2026-04-16
Address	7R to 7 Monument ST Charlestown 02129
Parcel ID	0203021000
Zoning District & Subdistrict	Charlestown Neighborhood 3F-2000
Zoning Article	62
Project Description	Construct a rear addition to the existing two-unit residence. The existing residence features a stepped height scheme that transitions from three stories at the street to a two-story mid-section and a single-story rear. This proposal creates a uniform three-story residential building with a flat roof and second-story rear porch. The scope also includes a remodeled basement that does not add new habitable space.
Relief Type	Variance
Violations	Usable Open Space Insufficient Rear Yard Insufficient

Planning Context:

This area of Charlestown is characterized by single-, two-, and three-family dwellings on long, narrow lots. These residences typically follow a distinct urban form, with a three-story primary structure fronting the street and a two-story rear addition extended across much of the lot's depth. Currently, 7R-7 Monument Street and the adjacent property at 5 Monument Street feature rear additions that are two stories for half their length, transitioning to a single story with a roof deck for the remainder. While this layout is a notable neighborhood pattern, nearby properties, such as 9 and 11 Monument Street, support much larger full-width additions reaching up to three stories. This reflects the dense urban form of the block, where large additions and multi-level decks are frequently prioritized over open green space.

The property fronts Monument Street, a public way, while the rear of the parcel is bounded by Lexington Avenue, a private way. As the lot is located mid-block, the proposed rear addition is largely shielded from public view along both Monument Street and Concord Avenue. In addition to the 3F-2000 Subdistrict regulations, the lot is also subject to the Charlestown Neighborhood Design Overlay District (NDOD), which ensures that significant alterations remain compatible



with the neighborhood's historic character. The site also falls within the Charlestown Restricted Roof District, which regulates rooftop structures to ensure they remain contextual and do not adversely impact the pedestrian experience along public ways.

Zoning Analysis:

The proposed project incurs two dimensional violations under Article 62-7 related to an insufficient rear yard and inadequate usable open space per unit. In the 3F-2000 subdistrict, a 20-foot rear setback is required; the existing structure currently provides 19.2'. To accommodate the new footprint, the proposed addition will reduce this setback to approximately 18.7'. This change represents a minor worsening of an existing nonconformity rather than the creation of a new violation. The resulting rear yard remains highly contextual with the established pattern of surrounding properties, making relief of this violation appropriate to facilitate the creation of this new addition. Regarding Usable Open Space, the 3F-2000 subdistrict requires 350 sq ft per unit, totaling 700 sq ft for this two-unit lot. The expanded footprint covers a majority of the existing tiled patio and existing yard to the side of the existing rear addition. However, the proposal offsets this reduction by providing a new second-story rear deck and, importantly, does not encroach into the existing landscaped back yard. While the project prioritizes indoor square footage, it preserves critical elements of the existing outdoor space and maintains significant portions of the existing yard, justifying relief for this dimensional violation.

Despite the citation of Article 62-25 in the Refusal Letter, the proposed deck does not meet the criteria for a rooftop structure that requires a Conditional Use Permit in accordance with the Restricted Roof District. Although the proposed rear deck is situated partially on the existing first-floor roof, it functions as a standard rear deck aligned with the second story. The proposed rear deck spans the full width of the building, is positioned at a height that is not visible from the public way, and will have direct staircase access from the ground in the back yard and therefore does not function as a traditional rooftop structure or have the ability to impact the pedestrian experience along any public way.

Although the property is subject to Charlestown NDOD regulations, the proposed scope of work does not alter any portion of the building visible from a public way. While the addition results in a net increase of over 1,000 sq ft, it maintains the existing roofline, building height, and facade fronting Monument St. Additionally, the lot's mid-block location effectively shields the rear addition from view along Concord Avenue. While the addition would be highly visible along Lexington Avenue, this is classified as a private way, and pursuant to Article 28-5, visibility from



a private way does not trigger the design review process. As such, the Planning Department supports approval of the addition without the requirement of Planning Department Design Review.

Plans reviewed are titled "Declan O'Riordan 7 Monument Street Charlestown, MA 02129" prepared by 686 Architects and dated 07/08/2025.

Recommendation:

In reference to BOA1807677, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1806384
ZBA Submitted Date	2025-12-15
ZBA Hearing Date	2026-04-16
Address	215 to 221 Hanover ST Boston 02113
Parcel ID	0303289000
Zoning District & Subdistrict	North End Neighborhood Hanover CC
Zoning Article	Article 54
Project Description	Applicant seeks a Conditional Use Permit for Bar Martignetti, a new restaurant replacing the former Dolce Vita in the basement and first-floor spaces. Planned updates include bathroom relocation, adding an ADA-compliant restroom, and extending the existing bar layout.
Relief Type	Conditional Use
Violations	Use: Conditional on Basement and First Story (Restaurant)

Planning Context:

Hanover Street in the North End is a central hub of the neighborhood’s commercial amenities. Acting as a gateway to the neighborhood, the street is densely populated with restaurants, particularly at the basement and ground-floor levels, to maintain an active streetscape. With more than 10 similar establishments on this block of Hanover Street alone, the North End remains one of Boston’s most vibrant and visited culinary destinations. Filling this vacant restaurant space reinforces the local character and supports the active ground-floor uses that define the neighborhood’s pedestrian appeal.

Zoning Analysis:

Under Article 54, Table B, restaurants in basement and ground-floor spaces are classified as a conditional use, requiring a Conditional Use Permit. According to Article 6-3, these permits may be granted if the use does not adversely affect the neighborhood, avoids creating a nuisance, and provides adequate facilities for its operation. Since Bar Martignetti will occupy a space



previously used as a restaurant within a subdistrict designed for high-density commercial activity, the proposal is highly contextual and reinforces the existing neighborhood character. Additionally, the updated floor plans ensure that seating and restroom facilities are appropriately addressed. As such, the Planning Department supports the issuance of this Conditional Use Permit.

Plans reviewed are titled "Bar Martignetti" prepared by EvB Design and dated 03/11/2025.

Recommendation:

In reference to BOA1806384, The Planning Department recommends APPROVAL .

Reviewed,

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

Deputy Director of Zoning



Case	BOA1813278
ZBA Submitted Date	2026-01-20
ZBA Hearing Date	2026-04-16
Address	5 Colebrook ST South Boston 02127
Parcel ID	0701631000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Replace and expand the existing three-story rear deck.
Relief Type	Variance
Violations	Side Yard Insufficient Rear Yard Insufficient

Planning Context:

The proposed project sits in an established residential area of South Boston, roughly a block east of Telegraph Hill. Its surrounding context consists of a mix of two- to three-story structures. Most buildings, including the proposed project, have multi-story decks and porches to the rear. The proposed project seeks to replace and expand its existing three-story rear deck. This expansion will extend the deck by two feet from its existing depth, aligning its size with those of the site's neighboring properties. No other exterior alterations are proposed by the project. The Planning Department supports projects that help homeowners increase usable open space and make contextual alterations and repairs to their properties.

Zoning Analysis:

The project's insufficient side yard violation is an existing condition upon the site that the project proposes to minimally extend (by two feet), but not worsen. This condition is shared by the majority of sites on the block. The block's attached row house typologies and extremely narrow lots (sixteen feet wide) inform the shared condition. Because of this context, the violation should have a negligible impact on the surrounding area.

The project's rear yard violation is similar in nature. While the proposed rear deck expansion does extend an already nonconforming rear yard (fifteen feet required, fourteen feet existing, twelve feet proposed), it does so minimally and to an extent that brings the size of the rear deck



into alignment with those of its neighboring properties. The project's extremely shallow lot (fifty feet deep), not the proposed condition, is what the violation is most attributable to. Accordingly, the Planning Department sees the project as appropriate to the site.

Plans reviewed titled, "Plot Plan for 5 Colebrook Street in South Boston, MA," prepared by C&G Survey Company on November 26, 2025.

Recommendation:

In reference to BOA1813278, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1701102
ZBA Submitted Date	2025-03-21
ZBA Hearing Date	2026-04-16
Address	3141 Washington ST Jamaica Plain 02130
Parcel ID	1101330000
Zoning District & Subdistrict	Jamaica Plain Neighborhood LC
Zoning Article	55
Project Description	The request is to increase the occupancy of the existing restaurant use from 19 to 49 occupants. The project will not expand the floor area of the restaurant use.
Relief Type	Conditional Use
Violations	Extension of a Conditional Use

Planning Context:

The subject property contains a three and a half-story, mixed use structure with an existing restaurant on the ground floor. Located on Washington Street in the Egleston Neighborhood in Jamaica Plain, the property is part of an active, mixed-use corridor.

The property is located in the PLAN: JP/Rox plan area; the plan seeks to respond to market pressure in the area by guiding growth in alignment with existing neighborhood character. A key goal within the plan is the preservation and growth of small business within the community.

The applicant for this project seeks to amend the maximum occupancy of the restaurant use from 19 to 49 occupants.

Zoning Analysis:

The project requires an amendment to its approval for a conditional, takeout restaurant use to allow an increase in the maximum occupancy. Section 6-4 of the Zoning code states that the Board of Appeal may attach conditions necessary to assure harmony with the general intent of the Code, including limiting the number of occupants within a conditional use.

An increase in maximum occupancy for the restaurant from 19 to 49 occupants is consistent with the intent of the Zoning Code due to the mixed-use nature of Washington Street.

Furthermore, it is consistent with the goals set forth in PLAN: JP/Rox which seek to retain existing small businesses in the community. This is a case for zoning reform because a small



restaurant should not require relief from the Board of Appeal for such a minor change. Plans reviewed: "AAA Restaurant" prepared by "MDJ INC." dated 12/23/2024.

Recommendation:

In reference to BOA1701102, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1825198
ZBA Submitted Date	2026-03-04
ZBA Hearing Date	2026-04-16
Address	61 Rockne AV Dorchester 02124
Parcel ID	1604413000
Zoning District & Subdistrict	Dorchester Neighborhood 1F-5000
Zoning Article	65
Project Description	Add a rear addition to increase living space with no change in unit count.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient

Planning Context:

The proposed project would add a rear addition to an already existing one-unit residence in order to increase the living area. There will be no change in unit count. Buildings of this scale are common in this area and reflect the potential need for zoning reform. The violations that this project has triggered are largely caused by the unique shape of the lot. The block contained between Myrtlebank Ave and Rockne Ave is not evenly split. The buildings facing on to Myrtlebank Ave have almost twice the rear yard depth as their Rockne Ave equivalents. This condition is not present upon any of the neighboring blocks and has created a unique hardship for properties fronting Rockne Ave. While the lot size is thus undersized for the area, the size and scale of the rear addition are in line with neighborhood character and design.

Zoning Analysis:

The first violation is in regard to FAR. The proposed building would have an FAR of 1.41, while the zoning code allows for a maximum of 0.5. The existing building currently has an FAR of 0.63. This reflects a disconnect between the zoning code and the built reality of the Rockne Ave properties. Almost none of the nearby properties have an FAR below this threshold as the undersized lots mean that similarly-sized homes have higher FARs. In addition, even many of the buildings located on more typical-sized parcels immediately to the rear of the proposed project sit above the 0.5 threshold. FARs of .75 to 1.0 are common in the area. This highlights the potential need for zoning reform in the area, as well as highlighting the unique parcellation



that has created an undue burden on potential development. In addition, while the FAR is increasing, the overall unit count is staying the same

The next violation is in regards to open space. There is a requirement of 1,250 Sf of open space on the lot, where the proposed project is at 883 SF. The current open space sits at 1,250 SF exactly. However, this violation is again an artifact of the smaller lot size. In addition, the project is located within one block of Martin Playground and the Neponset River Way with their abundant open space.

Plans reviewed are titled "61 Rockne Avenue" created by 686 Architects and dated 2/11/26.

Recommendation:

In reference to BOA1825198, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1723161
ZBA Submitted Date	2025-05-20
ZBA Hearing Date	2026-04-16
Address	37 Mather ST Dorchester 02124
Parcel ID	1700868000
Zoning District & Subdistrict	Dorchester Neighborhood 1F-6000
Zoning Article	65
Project Description	Extend living space by converting the existing 2.5-story building to a full 3-story building by adding a sunroom in the rear.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories)

Planning Context:

The proposed project is an extension of living area located 0.2 miles from Dorchester Avenue, between Shawmut and Fields Corner MBTA Red Line Stations. This area is a small-scale residential community that has walkable access to retail, services, active and passive recreational open spaces. The proposed renovation project will have no impact on the physical urban landscape of the area.

Zoning Analysis:

The proposed design violates dimensional standards set by the Article 65 of the zoning code. The existing building's dimensions either exceed or closely meet current zoning standards which are outdated and prevent small scale renovations to existing properties. The project is also subject to design review due to its location in a Neighborhood Design Overlay District (NDOD) and alteration of the existing roof structure.

The maximum allowed height in this area is 2.5 stories. While the proposed renovation increases height to a full three stories, it does not increase height in a way that creates unsafe conditions or disrupts the historic urban landscape. The proposed renovation increases the maximum allowed Floor Area Ratio (FAR) to noncompliance. The FAR of the existing site is 0.5, and the proposed FAR is 0.6. This is a minor nonconformity that exists on other nearby sites.



Though the renovation is external and adds floor area, it exists in the rear on the upper level. Therefore, it will not impact the streetscape or open space on the site.

The proposed rear extension maintains the area's existing small scale residential fabric. The proposed project is appropriate for the surrounding context. Therefore, the zoning violations are recommended for relief with design review to preserve historic character wherever possible.

Plans reviewed are titled "SINGLE FAMILY RENOVATION / EXTENSION OF LIVING SPACE" by Rosa Design Construction LLC, dated 2/4/25.

Recommendation:

In reference to BOA1723161, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to minimizing new work that will be visible from the street.

Reviewed,

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Deputy Director of Zoning



Case	BOA1800971
ZBA Submitted Date	2025-11-25
ZBA Hearing Date	2026-04-16
Address	1 Parrott ST B Hyde Park 02136
Parcel ID	1811157020
Zoning District & Subdistrict	Hyde Park Neighborhood 69
Zoning Article	1F-6000
Project Description	Replace rear deck with a four-season porch and add a new front porch.
Relief Type	Variance
Violations	Rear Yard Insufficient Front Yard Insufficient

Planning Context:

The proposed project is located in a residential section of the Hyde Park Neighborhood. Parrott Street is a private way in Hyde Park with no sidewalks. Houses on this block have a range of styles, most of which include either a front porch or stoop. Front yard depths range from approximately six feet to approximately thirty feet.

Zoning Analysis:

The proposed project is cited for two zoning violations, insufficient rear yard and insufficient front yard. The required rear yard depth for this subdistrict is forty feet, thirteen feet greater than the approximate 27 feet in the proposed project. The rear yard citation is an extension of an existing condition as the proposed project intends to replace an existing deck with an enclosed porch. The enclosed porch is not planned to extend beyond the footprint of the current rear deck. The required front yard depth for this subdistrict is 25 feet, six feet beyond the 19 feet in the proposed project. The front yard dimension, as proposed, will be consistent with the existing variety of conditions on the block.

Review and analysis is based on plans submitted, entitled "Single Family Addition" prepared by Rosa Design Construction, LLC.

Recommendation:

In reference to BOA1800971, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1798927
ZBA Submitted Date	2025-11-17
ZBA Hearing Date	2026-04-16
Address	109 Vogel ST West Roxbury 02132
Parcel ID	2010276000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	This project will build a second story addition to an existing home.
Relief Type	Variance
Violations	FAR Excessive Front Yard Insufficient

Planning Context:

109 Vogel St is a one-unit, one-story building located in a residential area of West Roxbury. Existing floor plans show a bedroom in the basement and two bedrooms and living space on the first floor. Plans show an additional bedroom and office space on the proposed second floor. The renovated house will remain one unit. Lots in this area are modestly sized with moderate front yard setbacks. The heights of homes along this street trend between one and two stories. 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 two zoning violations: FAR excessive and front yard insufficient. The current FAR for this dwelling is 0.31, the proposed FAR is 0.59 and the maximum allowed for this lot is 0.4. Given that the project increases the floor area by almost double on a single lot, this represents a modest and reasonable increase in FAR that remains broadly consistent with the scale of development that the site can accommodate. This addition increases and enhances livable space without creating any disruption to the neighborhood context or reductions in open space. This is a clear case for zoning reform where homeowners should be allowed to pursue renovation projects that have minimal impact on the surrounding context. Relief is recommended.



The current front yard setback for this dwelling is 13.7 feet while 20 feet minimum is required for this district. However, this is an existing nonconformity as the second story addition will not impact the front yard setback. Relief is recommended.

Plans reviewed are titled "Certified Plot Plan Located at 109 Vogel Street West Roxbury, MA", are prepared by Boston Survey, Inc., and dated June 30, 2025.

Recommendation:

In reference to BOA1798927, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1826464
ZBA Submitted Date	2026-03-09
ZBA Hearing Date	2026-04-16
Address	384 West Roxbury PW Roslindale 02132
Parcel ID	2004346000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Extend the rear of the house to add a bedroom, two bathrooms, and additional living space.
Relief Type	Variance
Violations	FAR Excessive

Planning Context:

The proposed project is the renovation of a one-unit home seeking to expand their floor plate. The proponent’s expansion would include the addition of a bedroom, two bathrooms, an additional living space, and a rear staircase on the left side of the house. As the lot abuts the West Roxbury Parkway, Parks Design review is necessary prior to construction. The project is in line with the Neighborhood Housing Initiative, launched in November 2024 that seeks to enable similar modifications by-right. Zoning reform should consider enabling renovations to existing structures without the need for zoning relief.

Zoning Analysis:

Per Article 56, table D, the maximum FAR allowed in a 1F-6000 subdistrict in West Roxbury is 0.4. Per the submitted plans, they are already in violation of the allowed FAR by 0.15. This is the case for surrounding homes where at 388 W Roxbury Parkway, the FAR is 0.51, and at 376 W Roxbury Parkway, the FAR is 0.56. Future zoning reform should consider adjusting dimensional regulations to reflect baseline conditions of existing contexts. Additionally, despite the property being subject to Article 29, the proposed changes will not exceed the 5,000 square feet restrictions. In turn, the project will not be subjected to design review by the Boston Parks Commission.



More importantly, zoning reform should allow for small scale renovations to be accomplished by-right. "The Moran Residence" plan was prepared by Harold McGonagle, AIA on April 8, 2025.

Recommendation:

In reference to BOA1826464, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1710494
ZBA Submitted Date	2025-04-17
ZBA Hearing Date	2026-04-16
Address	168 Dana AV Hyde Park 02136
Parcel ID	1810332000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	The project proposes to change the use of an existing one-unit building to two units.
Relief Type	Variance
Violations	Use: Forbidden

Planning Context:

The surrounding area is characterized by low-density residential uses, predominantly one- and two-family dwellings, with access to neighborhood-serving amenities. The proposed second unit is created entirely within the existing building footprint, with no exterior alterations, and includes independent living facilities. As such, the proposal is consistent with an internal Accessory Dwelling Unit (ADU), as described in the City of Boston’s ADU Guidebook, supporting additional housing within existing structures while maintaining neighborhood character.

Zoning Analysis:

The existing structure will remain within its current building envelope. No relief is required for floor area ratio, building height, number of stories, lot area, or yard setbacks. The proposal does not introduce any expansion or additional massing beyond what currently exists on the site.

The surrounding area is predominantly residential in character and includes a mix of one- and two-family dwellings. While the site is located within a One-Family Residential Subdistrict, two-family homes are present within the broader Hyde Park neighborhood context. The proposed change does not alter the scale or exterior appearance of the existing structure.

This analysis is based on plans prepared by Rosa Design titled “Change of occupancy: from single-family dwelling to two-family dwelling, 168 Dana Avenue, Hyde Park, MA” dated March 31st, 2026.



Planning Department

CITY of BOSTON

Recommendation:

In reference to BOA1710494, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1730471
ZBA Submitted Date	2025-06-04
ZBA Hearing Date	2026-04-28
Address	109A to 109 Salem ST Boston 02113
Parcel ID	0302367000
Zoning District & Subdistrict	North End Neighborhood Salem St NS
Zoning Article	54
Project Description	Provision of outdoor seating for Al Dente Ristorante.
Relief Type	Conditional Use
Violations	Use: Conditional (Outdoor Seating)

Planning Context:

Boston’s North End is a prominent culinary destination, characterized by a vibrant and busy restaurant scene that serves both residents and visitors. Within this neighborhood, the Neighborhood Shopping Subdistricts are designed to create active streetscapes by supporting small-scale retail, local dining, and essential community uses. Salem Street, in particular, serves as a high-traffic corridor defined by this density of ground-floor activity. The property at 109A-109 Salem Street is currently occupied by Al Dente Ristorante, a popular establishment with constrained indoor seating offerings. On this block alone, there are seven restaurants and cafes that provide traditional indoor seating offerings. 109A-109 Salem Street is uniquely situated with an approximately 10’ wide, private, dead-end alley immediately to its rear that is both exceptionally well screened from the abutting residential building and opens to a large courtyard area behind the adjacent restaurant. This outdoor space is directly accessible to both 109A-109 and 111A-111 Salem Street and has served as an area for outdoor seating and dining since 2020.

Zoning Analysis:

Under Article 54, Table B, ground-floor restaurants within Neighborhood Shopping Subdistricts are classified as a conditional use, requiring a Conditional Use Permit. Pursuant to Article 6-3, the Board may grant a Conditional Use Permit if the proposed project is appropriately located, does not adversely impact the neighborhood, and avoids creating a nuisance. The submitted plans show a license-designated 160 sq ft outdoor seating area located immediately to the rear



of Al Dente Ristorante. This space is both set back and effectively screened from public view along Parmenter Street. Although the property abuts a large residential building, the proposed seating is appropriately scaled and includes sufficient screening to ensure that existing noise levels are not worsened as a result of this installation.

The provision of outdoor seating aligns with the primary goals of the Neighborhood Shopping Subdistrict by fostering active ground-floor uses while providing essential relief for the restaurant's limited indoor seating capacity. Since the proposal is contextual and adheres to the standards set forth in Article 6-3, the Planning Department supports the issuance of this Conditional Use Permit.

Plans reviewed are titled "Al Dente Ristorante 109 Salem Street #1 Boston, MA" prepared by Nitsch Engineering and dated 06/14/2023.

Recommendation:

In reference to BOA1730471, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1730467
ZBA Submitted Date	2025-06-04
ZBA Hearing Date	2026-04-28
Address	111A to 111 Salem ST Boston 02113
Parcel ID	0302368000
Zoning District & Subdistrict	North End Neighborhood Salem St NS
Zoning Article	54
Project Description	Provision of outdoor seating for Beneventos.
Relief Type	Conditional Use
Violations	Use: Conditional (Outdoor Seating)

Planning Context:

Boston’s North End is a prominent culinary destination, characterized by a vibrant and busy restaurant scene that serves both residents and visitors. Within this neighborhood, the Neighborhood Shopping Subdistricts are designed to create active streetscapes by supporting small-scale retail, local dining, and essential community uses. Salem Street, in particular, serves as a high-traffic corridor defined by this density of ground-floor activity. The property at 111A-111 Salem Street is currently occupied by Beneventos, a popular establishment with relatively constrained indoor seating offerings. On this block alone, there are seven restaurants and cafes that provide traditional indoor seating offerings. 111A-111 Salem Street is uniquely situated with an approximately 10’ wide, private, dead-end alley immediately to its rear that is both exceptionally well screened from the abutting residential building and opens to a large courtyard area behind Beneventos. This outdoor space, specifically the alleyway, is directly accessible to both 109A-109 and 111A-111 Salem Street and has served as an area for outdoor seating and dining since 2020.

Zoning Analysis:

Under Article 54, Table B, ground-floor restaurants within Neighborhood Shopping Subdistricts are classified as a conditional use, requiring a Conditional Use Permit. Pursuant to Article 6-3, the Board may grant a Conditional Use Permit if the proposed project is appropriately located, does not adversely impact the neighborhood, and avoids creating a nuisance. The submitted plans show a license-designated 153 sq ft outdoor seating area located immediately to the rear



of Beneventos. This space is both well set back and effectively screened from public view along Parmenter Street. Although the property abuts a large residential building, the proposed seating is appropriately scaled and includes sufficient additional screening to ensure that existing noise levels are not worsened as a result of this installation.

The provision of outdoor seating aligns with the primary goals of the Neighborhood Shopping Subdistrict by fostering active ground-floor uses while providing essential relief for the restaurant's limited indoor seating capacity. Since the proposal is contextual and adheres to the standards set forth in Article 6-3, the Planning Department supports the issuance of this Conditional Use Permit.

Plans reviewed are titled "Beneventos Ristorante 111 Salem Street Boston, MA" prepared by Nitsch Engineering and dated 06/14/2023.

Recommendation:

In reference to BOA1730467, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1806142
ZBA Submitted Date	2025-12-15
ZBA Hearing Date	2026-04-28
Address	7 Smith CT Boston 02114
Parcel ID	0300159000
Zoning District & Subdistrict	Boston Proper H-2-65
Zoning Article	9, 13
Project Description	Replace the existing roof deck and construct a new headhouse.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Reconstruction/Extension of Nonconforming Building

Planning Context:

This site is located within the densely constructed residential neighborhood of Beacon Hill, on a private way named Smith Court between Myrtle Street and Cambridge Street. The project proposes removing an existing roof deck, replacing the entire roof, and rebuilding the roof deck with a moderate expansion and a new headhouse. Many of the nearby residential buildings also have roof decks, some of which are accessed via headhouse, the majority of which are located on buildings that are larger in scale than this two-story building.

The project is located within the Beacon Hill Historic District and therefore could be subject to review by the Beacon Hill Architectural Commission. However, the proponent has cited an original Certificate of Exemption dated July 20, 1993, which states that the roof deck is not visible from a public way and therefore is exempt from review by the Commission. This exemption letter was valid for two years, but given the location of the proposed headhouse being obscured by a neighboring building, it will likely not be subject to review.

Zoning Analysis:

The project is cited for excessive FAR due to the increased square footage resulting from the new headhouse. This is a nominal increase in FAR and is similar or smaller in scale than the surrounding neighborhood context.



The project is also cited for the extension of a nonconforming building. Pursuant to Section 9-1, the Board of Appeal may grant permission for this extension provided that the extended structure shall not exceed more than 25% of the volume or area of the existing structure. The existing roof deck is roughly 210 square feet, and the proposed roof deck is roughly 280 square feet.

Plans reviewed are titled "7 Smith Court," prepared by Timothy Burke Architecture, and dated November 13, 2025.

Recommendation:

In reference to BOA1806142, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1799878
ZBA Submitted Date	2025-11-20
ZBA Hearing Date	2026-04-28
Address	61 Farragut RD South Boston 02127
Parcel ID	0603876000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Project proposes to renovate the interior of the second and third floors to convert an existing building from three units to two units, while also building a rooftop addition and two roof decks.
Relief Type	Variance, Conditional Use
Violations	Height Excessive (ft) Roof Structure Restrictions

Planning Context:

61 Farragut Road is located in a predominantly residential part of South Boston. The area consists of similar three-story buildings. The surrounding area consists of similar buildings both in scale and form, many of which include features such as balconies and roof decks. The existing building aligns with this context and includes a roof deck that is not visible from the public way. The proposed project would reduce the number of units from three to two and create additional living space by adding a fourth floor addition in the center of the roof. The project also intends to create two roof decks on either side of the fourth-floor addition, both of which are only accessible to the second unit occupants.

Zoning Analysis:

61 Farragut Road violates the building height maximum, a dimensional violation, and requires a conditional use permit for the Restricted Roof District: South Boston Neighborhood.

The maximum allowed height for buildings in the MFR subdistrict within the South Boston Neighborhood district is 40 feet. The current building stands at about 36.5 feet and is proposing an additional ten feet to accommodate the fourth floor living room and bathroom in a 20x19 square foot space, putting the height at 46.5 feet.



The Restricted Roof District strictly limits the types of roof decks and structures that can be added. Both the current roof deck and the proposed structure and roof decks are set back with little impact on the view from the public way. Because this is consistent with the intent of the Restricted Roof District, the scope of the exterior roof top work presents little concern.

The creation of two roof decks increases the overall intensity of the rooftop use and built form. To better align with neighborhood scale and character, the Planning Department recommends consolidating the proposed roof decks to a single location, given they are both only accessible to the second unit.

The property is also located within 100 feet of the Neponset River Waterfront open space. As a result, any proposed construction or alteration is subject to additional review by the Boston Parks and Recreation Department in accordance with Ordinance 7-4.11.

Plans reviewed are titled ALT1792555 Refusal Stamped Plans ZBA -Amended plans and were reviewed on 02/02/26.

Recommendation:

In reference to BOA1799878, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to consolidating the roof decks.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1774632
ZBA Submitted Date	2025-09-12
ZBA Hearing Date	2026-04-28
Address	744 E Fourth ST South Boston 02127
Parcel ID	0602631000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Demolish the existing four-unit building and construct a four-story, six-unit building.
Relief Type	Variance
Violations	FAR Excessive Additional Lot Area Insufficient

Planning Context:

The proposed project is located in a dense residential neighborhood between L St and M St, approximately one block away from the Medal of Honor Park and one block away from the 7, 9, and 10 MBTA bus routes. The area has a mix of multi-unit buildings between three and four stories tall.

This proposal includes six three-bedroom units along with nine vehicular parking spaces and a dedicated bicycle parking room. The inclusion of bike parking in addition to the vehicular parking spaces is a benefit to residents and advances goals of Go Boston 2030 for increasing access to non-vehicular transportation options. The inclusion of all three-bedroom units is a welcome benefit by providing better housing options suited for families.

Additionally, the demolition of the existing structure is proposed under a separate permit application. The Boston Landmarks Commission has determined that the existing structure is significant under the criteria for determining significance in the Demolition Delay Ordinance. While the proposed project is advantageous from a planning and zoning perspective, the Boston Landmark Commission, through the Article 85 process, may impose a 90-day delay of the demolition and require the proponent to study alternatives to demolition. Therefore this appeal should be deferred until the Article 85 process is complete.

Zoning Analysis:



The project is cited for excessive FAR; the maximum FAR allowed in this MFR subdistricts is 2.0, and the proposed project has an FAR of 2.03. This is only nominally excessive, and is reflective of many of the nearby properties. This presents a case for zoning reform, where FAR may not be an appropriate measure of bulk for a building. Relying on other updated dimensional requirements would better reflect the existing conditions of the neighborhood.

The project is also cited for not providing enough additional lot area per dwelling unit. The total required lot area for six units in the MFR subdistrict is 7,000 square feet, and the lot is only 6,416 square feet. The typical lot size in this area is around 750 square feet for an average of three units, meaning they are also noncompliant. This presents a case for zoning reform, where the multifamily residential subdistrict allows for multiple units, but requires an excessive amount of additional lot area to make multifamily projects feasible.

Plans reviewed are titled 744 E 4th Street, prepared by "context a collaborative design workshop," and dated December 2, 2025.

Recommendation:

In reference to BOA1774632, The Planning Department recommends DEFERRAL: that the project be reconsidered after the Article 85 process is complete.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1805937
ZBA Submitted Date	2025-12-12
ZBA Hearing Date	2026-04-28
Address	30 to 32 H ST South Boston 02127
Parcel ID	0603138000, 0603139000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	This project proposes a new three-story, six-unit multifamily building with six garage parking spaces.
Relief Type	Variance
Violations	FAR Excessive Height Excessive Side Yard Insufficient Usable Open Space Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Traffic Visibility Across Corner

Planning Context:

30 to 32 H Street is located in South Boston in the Multifamily Residential subdistrict, situated at the southeast corner of H Street and East 2nd Street. In 2023, the subject lot's boundaries were altered, combining the subject corner lot with the adjacent two lots and subdividing the combined three lots into two lots. In 2025, a six-unit building was developed on the eastern lot, while a commercial building remains on the subject western lot. The subject project proposes to demolish the existing commercial building and construct a three-story, six-unit multifamily building. A basement level parking garage will provide six parking spaces.

The surrounding area, once dominated by manufacturing, has redeveloped in recent years to include dense residential and mixed use development. Across East 2nd Street, a 127-unit mixed-use residential development is under construction. At the northwest corner of the intersection, the Distillery Redevelopment project, approved in 2007, houses a mix of artist live/work units, art gallery, and retail space. To the west, across H Street, an 11-unit condominium project was completed in 2020.

In the surrounding area, off-street parking is highly common with newer developments including tuck under parking or garages, while older buildings are mostly served by on-street parking. The



subject property is located approximately 0.3 miles from a bus stop serving routes 9 and 10 and approximately one mile from Broadway Station serving the MBTA Red subway line and one additional bus route.

Zoning Analysis:

The subject property was cited for violation of Article 68; Sections 8, 29, 33, and 34 of the Boston Zoning Code, which can be grouped into six areas of consideration: height, setbacks, lot size, open space, and parking, and visibility corners.

Height: The maximum building height allowed in the MFR subdistrict is 40 feet; however, Article 68, Section 29 specifies that in the case that there is an existing building on site, the maximum height allowed for a new building shall not exceed the existing building's height (approximately 32.8 feet) without Board of Appeal approval, considering the proposed height's impact on light, airflow, and views of adjacent structures. The project proposes approximately 41.42 feet to the top of the roof and 50.42 feet to the top of the headhouse which is to be concealed in the center of the roof, each measured from proposed average sidewalk height along H Street. While the proposed building will rise slightly higher (less than one story) than the adjacent three-story multifamily building to the south, the height contrast is not uncommon or unreasonable in the subject area. Furthermore, due to the slope of the site, the building height will be reduced by approximately three feet at the south end of the site, adjacent to existing multifamily, providing a smooth transition.

Setbacks: In the MFR subdistrict, a minimum side yard setback of 3 feet is required. As the subject property is a corner lot, this applies to both the south and east lot lines where multifamily buildings are adjacent. The proposed eastern setback is approximately 1.5-feet at garage level and three feet for all upper stories. The southern setback is two-inches from the southern lot line. Given that the existing building on the subject site is already constructed at the lot line, the adjacent building is set back approximately six feet from the common lot line, and building separation of the proposed scale is common in the area, Staff recommends approval of the reduced side yard setback.

Lot Size: For a six-unit building in the MFR subdistrict, the maximum allowed FAR is 2.0 and the minimum lot size is 7,000 square feet. The proposed development exceeds the allowed FAR by 0.6 and would require an additional 2,729 square feet of lot area to meet the minimum lot size. Both of these regulations point to this project being too large for the area. However, the zoning



code does not reflect the development goals of the city in this area of south Boston. This strip of Second Street is largely characterized by new apartment buildings on a similar scale to the proposed development. The residential housing and density is appropriate in this area, even though the zoning code does not support it.

Open Space: For a six-unit building in the MFR subdistrict, a total of 12,000 square feet of open space is required (200 square feet per dwelling unit). The project proposes between 78 and 171 square feet per dwelling unit in the form of private balconies. Staff recommends approval of a variance to the required open space as the proposed balconies are consistent with recent development patterns and the site is approximately two blocks from an access point to the South Boston Harborwalk.

Parking and Access: The project is providing one off-street parking space per unit. While the code requires 1.5 spaces per unit, Boston Transportation Department guidelines call for a maximum ratio of 0.75 spaces per unit. Any increase in off-street parking would further exacerbate the proposal's inconsistency with this more recent guideline. The proposed ratio is a compromise between the conflicting standards, and Staff recommends approval.

Visibility Corners: The site does not meet the corner lot criteria for traffic visibility. Along East 2nd Street, the building is setback two feet at the garage level, with the upper stories to overhang in line with the property line. Along H Street, the building is proposed to be constructed at the property line. Although the site does not technically have a front setback due to conformity with adjacent lots' lack of front setbacks (Boston Zoning Code Art.18, Sec. 2), corner lots must still comply with Article 68, Section 34, which requires that corner lots be free of visible obstruction 30 feet along each street from the point of intersection. Due to lot dimension constraints, Staff recommends a reduction in the area required to be free of obstruction to 10 feet along each street from the point of intersection. Applying this standard to the street level only will allow for upper stories to overhang the visibility triangle, preserving the developability of the lot, while accounting for public realm safety at the intersection.

Plans reviewed are titled "H. Street," prepared by Stack Architecture, and dated April 2026.

Recommendation:

In reference to BOA1805937, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted for design review to consider visibility across the corner at the intersection of H Street and East 2nd Street at street level. At least 10 feet along each street

BOA1805937

2026-04-28

3 Planning Department



from the intersection of said streets shall be provided, forming a visibility triangle free of obstruction at the garage level of the building.

Reviewed,

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Deputy Director of Zoning



Case	BOA1809792
ZBA Submitted Date	2026-01-06
ZBA Hearing Date	2026-04-28
Address	36 to 42 O ST South Boston 02127
Parcel ID	0603805000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Erect a two-story vertical addition and a rear addition to the existing structure, and change the use from four units to six units. . The building will be fully sprinklered upon completion of the renovation.
Relief Type	Variance
Violations	Side Yard Insufficient Rear Yard Insufficient Usable Open Space Insufficient Parking or Loading Insufficient FAR Excessive Lot Area Insufficient

Planning Context:

The surrounding area is primarily residential in character and consists largely of two- to three-story residential buildings, including rowhouses, three-family dwellings, and small multi-family structures. The neighborhood reflects a pattern of moderate to high residential density typical of South Boston, with a consistent streetscape defined by attached and closely spaced residential buildings along local streets.

The property is located within a Multifamily Residential subdistrict under Article 68 (South Boston Neighborhood District), which supports medium-density residential uses. The site is also within the Restricted Parking District, where parking supply is regulated to discourage additional vehicular demand. Additionally, the property falls within the Restricted Roof District, which imposes limitations on rooftop additions to preserve the existing neighborhood scale and character.

Zoning Analysis:



The proposal requires zoning relief for insufficient lot size, insufficient side yard setback, insufficient rear yard setback, insufficient usable open space, and excessive floor area ratio (FAR).

The first violation concerns lot area. The subject lot contains approximately 2,521 square feet and is undersized for the existing four-family dwelling. The proposed increase to six dwelling units does not change the lot area but increases the required lot area per dwelling unit, further intensifying the existing nonconformity. As such, the proposal does not comply with the minimum lot area requirements of the district, and zoning relief is required. Relief is appropriate as undersized lots developed with multifamily dwellings are common in the surrounding area.

The second violation involves floor area ratio (FAR). The existing building exceeds the maximum allowable FAR of 2.0 and is therefore nonconforming. The proposed vertical and rear additions increase the total gross floor area, resulting in a proposed FAR of approximately 3.3. This further extends the existing nonconformity, requiring zoning relief. Requested relief is appropriate because the proposed addition is consistent with the height and massing of typical newer infill dwellings in the area.

The third violation relates to side yard setback. The zoning code requires a minimum side yard of 3.0 feet. The existing structure is nonconforming with a right side of 1.9 feet. As shown in the plans, the proposed vertical addition remains within the existing building footprint and does not further encroach into the side yard. However, the addition extends the existing nonconforming condition vertically, requiring zoning relief. As the proposal does not increase the degree of noncompliance at the ground level and reflects the established pattern of closely spaced buildings in the area, relief is appropriate.

The fourth violation concerns rear yard setback. The existing building is nonconforming with with an actual rear yard of 10.3 feet, where the zoning code requires a minimum rear yard of 15.0 feet. The proposed rear addition further reduces the rear yard, increasing the degree of noncompliance. As such, zoning relief is required. Given the dimensional constraints of similarly sized lots in the neighborhood, relief is appropriate.

The fifth violation concerns usable open space. The project is required to provide 200 square feet of usable open space per dwelling unit (totaling 1,200 square feet for the six units), whereas the proposal provides 470 square feet. The proposed increase to six dwelling units increases the required amount of open space while reducing available open area due to the addition. As



such, the proposal does not comply with the minimum usable open space requirements, and zoning relief is required. Relief is appropriate given the density and limited lot sizes in the surrounding area.

The sixth violation concerns off-street parking. Under Article 68, 1.5 parking spaces per dwelling unit are required, resulting in a total of nine required spaces. Plans submitted with application do not depict the provision of any off-street parking space. Given the site's proximity to public transit, the request for relief is appropriate and consistent with Boston Transportation Department (BTD) guidelines, which support reduced parking provision in transit-accessible areas to encourage alternative modes of transportation.

Additionally, the plans show an overhang over the public right of way by 2 feet, for all three stories of the addition. This would require further approval by the City and the purchasing of encroachment rights, if approved; the Planning Department would prefer a design that avoids overhanging the public right of way. Additionally, the front decks are limited to 2' in depth and do not have a door accessway, and so function more as Juliet balconies than usable open space. As a result, design review is recommended to eliminate the encroachment into the public right of way and improve the usable open space.

This analysis is based on plans prepared by Brian R. Saluti Architect, Inc. titled "PROPOSED RESIDENCES at: 36-42 O STREET , South Boston, MA" dated April 2nd, 2026.

Recommendation:

In reference to BOA1809792, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for design review with attention to eliminating the overhang over the public right of way and improving the usable open space.

Reviewed,

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Deputy Director of Zoning



Case	BOA1794725
ZBA Submitted Date	2025-10-31
ZBA Hearing Date	2026-04-28
Address	34 Spring Garden ST Dorchester 02125
Parcel ID	1303175000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Renovate and expand an existing single-family dwelling to three units, including vertical and rear additions, and two off-street parking spaces.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Front Yard Insufficient Rear Yard Insufficient Off Street Parking Regulations Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Forbidden Use

Planning Context:

The surrounding area consists primarily of one- and two-family dwellings, with some multifamily buildings. Properties are generally closely spaced with limited off-street parking, reflecting an established residential pattern. The proposal converts an existing single-family dwelling into three units through interior changes and life safety upgrades, without altering the overall building scale.

Zoning Analysis:

The first violation concerns the use. The Boston Zoning Code allows one- and two-family residential uses in the 2F-5000 subdistrict. The proposal introduces a three-family residential dwelling, which is not a permitted use, resulting in a use violation. While not permitted, three-family dwellings exist in the neighborhood, including on Sydney Street to the rear of the site, indicating a presence of similar housing types.



The second violation relates to floor area ratio (FAR). The zoning code permits a maximum FAR of 0.5, while the proposal increases the FAR to 1.0. While this represents an increase in density, similar building scales and massing are present in the surrounding area, particularly among nearby multi-family structures; therefore, the request for FAR relief may be considered appropriate.

The third violation concerns building height in stories. The code permits a maximum of 2.5 stories, while the proposal introduces a full third story, as shown in the elevations, resulting in a violation. Similarly scaled three-story residential buildings are present on Sydney Street to the rear of the site; therefore, the proposed height is consistent with the neighborhood character, and the request for height relief is appropriate.

The fourth violation concerns the front yard setback. A minimum front yard of 15 feet is required pursuant to Article 9, Section 9-1 of the Boston Zoning Code, while the proposal provides approximately 10 feet 8 inches, resulting in an insufficient front yard. The proposal does not alter the existing front yard setback and does not increase the degree of nonconformity, therefore the request front yard relief is appropriate.

The fifth violation relates to the rear yard setback. The zoning code requires a minimum rear yard of 20 feet, while the proposal provides approximately 4 feet 2 inches due to the rear addition, resulting in a significant reduction as shown on the submitted existing and proposed site and elevation plans. The plans indicate that the reduction is driven by the rear expansion of the building footprint, which substantially extends the massing toward the rear property line out of line with surrounding properties. The proposal results in a largely paved site with limited opportunities for meaningful landscaping, reduces open space quality, and is out of character with the surrounding properties.

The final violation concerns off-street parking. The proposal provides two off-street parking spaces for three units, where 1.5 spaces per dwelling unit are required, resulting in a total requirement of 4.5 spaces. Given the site's location within a Restricted Parking District and access to alternative transportation options, reducing off-street parking demand is consistent with Boston Transportation Department (BTD) guidelines supporting reduced parking in areas with on-street parking controls and multimodal access; therefore, the request for parking is appropriate.



This analysis is based on plans prepared by 686 Architects, Inc. titled "34 SPRING GARDEN STREET, BOSTON, MA 02125 REV" dated April 13th, 2026.

Recommendation:

In reference to BOA1794725, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that reduces the size of the rear addition in order to ensure a contextual rear yard, and with better compatibility of the design with the existing building.

Reviewed,

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Deputy Director of Zoning



Case	BOA1790078
ZBA Submitted Date	2025-10-20
ZBA Hearing Date	2026-04-28
Address	58 Bullard ST Dorchester 02121
Parcel ID	1401294010
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Construct a three-story building with five residential units and five parking spaces on an existing vacant lot.
Relief Type	Variance
Violations	Lot Area Insufficient Height Excessive (stories) Front Yard Insufficient Parking design and maneuverability Parking or Loading Insufficient FAR Excessive Forbidden Use Traffic Visibility Across Corner

Planning Context:

The proposed project is in the Four Corners/Geneva area, about a five minute walk from the MBTA Commuter Rail Station. This area of the neighborhood is characterized by two- to four-unit homes within minutes of commercial areas on Washington and Bowdoin Streets. 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.

Zoning Analysis:

The proposed building violates eight zoning regulations for use, noncompliant dimensions, and parking. While three of the dimensional violations can be recommended for relief, there are several violations which should be upheld.

The required 5,000 square foot lot area is slightly higher than average for the area. 58 Bullard Street has sufficient area for development, so the zoning violation for insufficient lot area is recommended for relief. The required 0.5 maximum floor area ratio (FAR) is also not



representative of FARs in the area. The 2.5-story maximum height restriction in a three-family subdistrict makes it impossible to build traditional three unit triple-deckers without a variance. A minimum three stories should be allowed here for the code to fall into alignment with itself and with the existing conditions of housing in this area. The proposed three-story building height is common in this area. Additionally, a five unit building is proportionate to the density of the area as long as individual lot conditions allow. Therefore, these violations are recommended for relief.

The proposed design has three parking and transportation-related violations.

The design violates the minimum required parking space to residential unit ratio. The required off-street parking ratio for this site is 1.25 spaces per unit for five units, but the Boston Transportation Department recommends no more than 0.75 parking spaces per dwelling unit in multi-family buildings in areas with its walk score (51-70). The proposed five spaces for five residential units is sufficient for this area.

This parking design was also flagged for its size and layout. It is difficult to specifically recommend a less complex parking configuration without site plans that depict the dimensions of the parking spaces and their maneuverability. However, the Planning Department would be willing to recommend relief of a lower parking ratio to accommodate a design that prevents drivers from needing to use a three-point turn to enter or exit spaces. This will create safer conditions in the parking lot. While the proposed driveway location is optimal for the site conditions, the Proponent should consider reconfiguring the parking spaces to face Bowdoin Avenue with a potential net loss of one parking space.

The proposed design violates a dimensional regulation requiring visibility across a corner lot. Development of permanent structures cannot exist outside of the allowed area or it will create unsafe conditions for all modes of transportation on Bowdoin Avenue and Bullard Street. While the current violation is accurate, the required 30-foot minimum distance from the intersection of the lot lines within the allowed front yard is not necessary to create safe conditions. Plants less than 10 feet from the corner of the site should be breeds that do not exceed six feet in height, the proposed fence should be moved back from Bullard Street, and front yard setbacks should be increased to clear the area in the corner of this lot.

The proposed 2.5-foot front yard violates dimensional requirements. While the required 15-foot front yard requirement does not represent existing conditions or the minimum yard depth



necessary for safety reasons, the proposed front yard depths are notably smaller than other front yard depths on smaller lots. The Proponent should consider shifting the building away from Bowdoin Ave and tilting it to the east, making the building parallel to Bullard Street. This will create more visibility and front yard, especially on Bullard Street where the driveway is located.

A multi-family building in this area will need to be reviewed for compliance with safety and ADA regulations. Site plan review would also be recommended to increase permeable lot area where possible and ensure the facades of Bowdoin Avenue and Bullard Street fit existing context.

Plans reviewed are titled "BULLARD/BOWDOIN", prepared by HiARCHi Design Collaborative, and dated 1/1/2024.

Recommendation:

In reference to BOA1790078, The Planning Department recommends APPROVAL WITH PROVISIO/S: that the front yard depths be increased to at least four feet on the lot frontages facing Bullard St and Bowdoin St, and that plans be submitted to the Planning Department for design review with special attention to the site plan and parking design.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1821678
ZBA Submitted Date	2026-02-17
ZBA Hearing Date	2026-04-28
Address	70 Auckland ST Dorchester 02125
Parcel ID	1401294010
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Add a rear addition with three new units to an existing building, for a total of five units.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (ft) Lot Width Insufficient Lot Frontage Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

Planning Context:

70 Auckland St is a two-unit residence in a mixed-use area of predominantly three-unit and multi-unit residential buildings, restaurants, and retail establishments. There are diverse housing typologies in the neighborhood, ranging from one-family to multi-family homes. Homes in this area generally have high lot coverage. Additionally, this residence is 0.2 mi, or a 5 minute walk, from the Savin Hill red line stop.

The additional housing units proposed in this project aligns with the City’s goals to develop more housing, per Housing a Changing City: Boston 2030 (2018). The plan notes the importance of supporting “projects and planning that create additional density in locations with good transit that are affordable to the middle class”. The plan also expresses the intent in making “improvements to the permitting process to help smaller builders create more housing on small, privately-owned parcels”.

Zoning Analysis:

The proposed project would convert the existing two-unit building into a 5-unit multifamily building. While the proposed project is above the maximum unit count for this area, this reflects



a disconnect between the zoning code and the built reality of the neighborhood. Auckland Street is located one block to the east of Dorchester Avenue. Triple-deckers and larger multifamily buildings are common in this area. In addition, the proposed project parcel has a very deep rear yard compared to neighboring properties. This allows for the proposed project to minimize the impact on the pedestrian experience by moving massing to the rear of the property. This building highlights the potential need for zoning reform in order to accommodate the housing types already present in the neighborhood.

The lot width is 40 feet and the lot frontage is 40 feet. In this subdistrict, a minimum lot width of 40 feet and a minimum lot frontage of 40 feet are required for two-family usage. However, for multifamily usage, a lot frontage of 50 feet is required. While the proposed project is underneath these minimums, there are no changes being made to the existing lot frontage, showing its appropriate fit for the neighborhood. In addition, the proposed project has an unusually deep rear yard for the area, helping to offset some of the massing to keep the existing facade.

The front yard is cited as another violation, as the proposed front yard is 14.8 feet, whereas this subdistrict requires 15 feet at minimum. This violation is an existing nonconformity. Plans show that the front-of-house addition is not expected to worsen front yard dimensions.

Article 65 also requires a minimum side yard setback of 10 feet. This project is proposing a west side yard of 9.8 feet and an east side yard of 3.7 feet. However, this is an existing nonconformity as the width of the building remains the same with the proposed changes. While the proposed rear addition will include new construction that is also in the required side yard setback, this does not meet neighborhood character. Small or no side yards are extremely common in this area. None of the neighboring buildings meet this requirement. This points to the potential need for zoning reform in order to bring the zoning code in line with the built reality of the neighborhood.

The proposed project would have a maximum height of 35 feet, 10 inches. The zoning code requires a maximum of 35 feet even. However, this violation is improperly cited. The top 10 inches of the building are the roofline, which should not be counted towards the overall height of the project. By excluding this area, the proposed project meets the zoning maximum of 35 feet. In addition, this project is meeting the height requirements in stories. The typical scale for the street is 2.5 to 3 stories. The zoning code has a maximum height of three stories and the proposed project is 3 stories.



The proposed project would have an FAR of 1.05. The zoning code requires a maximum FAR of 0.5. This again reflects a disconnect between the zoning code and the built reality of the area. Triple-deckers are extremely common, and while many have rear yards, the height of the building creates a situation where FARs are commonly between 0.75 and 1.25 for the area. The proposed project is in line with its neighborhood design characteristics and is an appropriate fit for the development pattern in the area.

The proposed project is also triggering a zoning violation in regards to the required rear yard. The zoning code requires a rear yard of 25 feet, where the project is proposing a rear yard setback of 17.7 feet. While this is less than the zoning code requires, it is in line with neighborhood character. Smaller rear yards are common especially within the triple decker typology. This highlights a disconnect between the zoning code and built reality and points to the potential need for zoning reform.

Plans reviewed are titled "70 Auckland St" and were prepared by 686 Architects on 12/14/23.

Recommendation:

In reference to BOA1821678, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1810310
ZBA Submitted Date	2026-01-07
ZBA Hearing Date	2026-04-28
Address	34 Athelwold ST Dorchester 02124
Parcel ID	1700195000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-6000
Zoning Article	65
Project Description	Construct a new three-story, six-unit building with three off-street parking spaces.
Relief Type	Variance
Violations	FAR Excessive Lot Area Insufficient Rear Yard Insufficient Front Yard Insufficient Parking or Loading Insufficient Parking design and maneuverability Height Excessive (stories) Side Yard Insufficient Forbidden Use

Planning Context:

The proposed project is in the Dorchester neighborhood, immediately south of Four Corners. This area is primarily served by bus transportation on Blue Hill Avenue, Talbot Avenue, and Harvard Street and is located less than a five-minute walk from Talbot Avenue MBTA Commuter Rail Station. There is a retail and service corridor on Washington Street, about a block away from the site.

This project is a part of the Mayor's Office of Housing's Real Estate Disposition Program. This program allows developers to acquire city-owned land to create housing opportunities around the city. This effort leverages public resources while working with the private market to accomplish city goals and address the ongoing housing crisis. Adding housing through the introduction of additional density near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans.



The proponent will need to ensure that the new six-unit building has the appropriate fire safety improvements, including proper sprinklering. With proper safety improvements and site plan review, the proposed building can be suitable for this location.

Zoning Analysis:

The proposed project violates 10 zoning regulations related to use, dimensions, and parking.

The required minimum lot size is 6,000 square feet. This lot's 4,665 square-foot area is an existing non-conformity that cannot be changed. This lot was chosen as a site for development by the City for the Real Estate Disposition Program, and it is larger than most lots in its immediate surroundings. The required maximum floor area ratio (FAR) is 0.4. The proposed FAR is 1.3. The minimum required rear yard depth for a shallow lot is 20 feet. The proposed rear yard depth is 3.76 feet. The FAR requirements are not representative of FARs found in this area, therefore it is not recommended that they be upheld here. The required rear yard also is not representative of rear yards in the area and is recommended for relief.

The minimum required front yard depth is 15 feet. The proposed front yard depth is 6.96 feet. Front yard depths in this area are very small, ranging from 0 feet to 10 feet maximum. The proposed front yard dimensions are consistent with existing building alignment. The minimum required side yard is 10 feet wide, and the proposed side yard is 3.14 feet wide. Side yards in this area are also small. Existing side yards wider than 8 feet are typically for accommodating paved driveways. The proposed side yard dimensions are not unsafe or inconsistent with surrounding context, therefore the zoning violation is recommended for relief. Yard sizes are safe and appropriate for the context in which they have been proposed. They also are able to accommodate an electric transformer box or pole if necessary, and any design changes must maintain the dimensions needed for electric utility equipment in the yard space.

The required parking ratio in this area is 1.25 parking spaces per unit. The proposed parking ratio is 0.5. The existing site's tree canopy will need to be fully removed to provide the parking proposed. This violation is recommended for relief because of the proximity to transit options and because the site does not have enough space for both the required parking and the proposed units.

The proposed parking design was flagged for violating the minimum required parking ratio and having insufficient design for maneuverability. The proposed parking design is three tandem



parking spaces in the side yard. It is recommended that the parking be located in the rear yard whenever possible. The parking configuration should be subject to design review to minimize the visibility of the parking from the street and create safe parking conditions for the residents. The Planning Department would be willing to accept a proposal for one parking space per three-bedroom unit, totalling 2 parking spaces, if this is necessary to create additional yard space or permeable area on the site.

The 2.5-story maximum height restriction in a three-family subdistrict makes it impossible to build traditional three unit triple-deckers without a variance. A minimum three stories should be allowed here for the code to fall into alignment with itself and with the existing conditions of housing in this area. The proposed three story building height is common in this area and design review will ensure the new unit count exists within a footprint that is appropriate for alignment with the existing context. The maximum allowed unit count is three units. The Planning Department recommends allowing the proposed unit count (6) as it aligns with the principles of various city plans and the city program that it is a part of.

The Planning Department recommends approval of zoning relief for all violations with a proviso for design review to ensure alignment with the existing neighborhood fabric and city planning principles.

Plans reviewed are titled "34 Athelwold St New Six Unit Dwelling", prepared by Hue Architecture, and dated 10/22/2025.

Recommendation:

In reference to BOA1810310, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to the site design and location of the transformer, if needed.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1814225
ZBA Submitted Date	2026-01-23
ZBA Hearing Date	2026-04-28
Address	190 to 200 Cummins HW Roslindale 02131
Parcel ID	1903799000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	This project adds a new three-story addition at the rear of an existing school building.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Height Excessive

Planning Context:

190 to 200 Cummins Highway is located in a residential area of Roslindale that consists of mostly one- and two-unit dwellings. Across the street, there is a church. Homes in this area tend to range in height from two to three stories, with most homes being 2.5 stories.

The subject property itself is a three-story charter school. The proponent is seeking to construct a three-story addition that will be added to the interior courtyard of the charter school. Because the proposed addition is the same height as the existing school, it is not expected to be visible from the street-level. The addition preserves the existing exterior facade while updating the school for additional space to support student life.

Zoning Analysis:

This project has three zoning citations: FAR and height (stories and overall) excessive.

For this subdistrict, FAR cannot exceed 0.5 and the existing FAR is 1.01. The proposed FAR is 1.06. This is an existing nonconformity. Additionally, a school serves a fundamentally different purpose from a dwelling unit and therefore should not be held to the same standards as residential FARs. Applying residential FAR standards to schools undermine unique architectural requirements essential to serving its function. Relief is recommended.



The height maximum for the subdistrict is 2.5 stories and 35 feet. Currently, the school is 3 stories and a little over 38 feet. These are existing nonconformities. The proposed addition will remain in scale with the existing building at 3 stories and the height will be a little over 37 feet. Relief is recommended.

Plans reviewed are titled "Brooke Charter School Roslindale - 190-200 Cummins Highway", are prepared by Studio Luz Architects, and dated November 26, 2025.

Recommendation:

In reference to BOA1814225, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1825579
ZBA Submitted Date	2026-03-05
ZBA Hearing Date	2026-04-28
Address	100 Beachview RD East Boston 02128
Parcel ID	0102103000
Zoning District & Subdistrict	East Boston Neighborhood EBR-2.5
Zoning Article	53
Project Description	The proposed project at 100 Beachview Road constructs a new two-family building on a newly created lot, divided by a party wall into two lots, with the subject lot abutting 102 Beachview Road to the west and sharing a common front entryway. The structure is elevated above an existing retaining wall.
Relief Type	Variance
Violations	Height Excessive

Planning Context:

The proposed project at 100 Beachview Road constructs a new two-family residential building on a newly created lot. The building is divided by a party wall to form two separate lots. The subject lot abuts 102 Beachview Road to the west and shares a common front entryway with that property. The lot is located on a predominantly residential block characterized primarily by one-unit dwellings, with additional two-unit buildings nearby.

The proposed dwelling is elevated above an existing retaining wall, consistent with prevailing conditions along Beachview Road, where nearby properties similarly locate residential buildings above grade with front stair access due a steep upslope from Beachview Road to the rear lot line.

Zoning Analysis:

The property is located in the East Boston Residential-2.5 (EBR-2.5) subdistrict and is governed by Article 53, Table F (Dimensional Regulations), which establishes a maximum building height of 2.5 stories and 35 feet. The proposal is shown as 2.5 stories, but is 48 feet in height because height is measured from the grade at the front lot line, and this lot slopes steeply upward across



the front yard from the front lot line to the grade where the building begins. As a result, the overall building height measures 48 feet.

Nearby properties similarly sit above grade behind retaining walls, as this is an inherent feature of the upslope of topography on this side of Beachview St. This represents a hardship under Article 7, and is appropriate for the granting of a variance.

The plans reviewed are titled "100 Beachview Rd," prepared by Context and issued for review on May 13, 2025.

Recommendation:

In reference to BOA1825579, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1825581
ZBA Submitted Date	2026-03-05
ZBA Hearing Date	2026-04-28
Address	102 Beachview RD East Boston 02128
Parcel ID	0102103000
Zoning District & Subdistrict	East Boston Neighborhood EBR-2.5
Zoning Article	53
Project Description	The proposed project at 102 Beachview Road constructs a new two-family building on a newly created lot, divided by a party wall into two lots, with the subject lot abutting 100 Beachview Road to the east and sharing a common front entryway. The structure is elevated above an existing retaining wall.
Relief Type	Variance
Violations	Height Excessive

Planning Context:

The proposed project at 102 Beachview Road constructs a new two-family residential building on a newly created lot. The building is divided by a party wall to form two separate lots. The subject lot abuts 100 Beachview Road to the east and shares a common front entryway with that property.

The lot is located on a predominantly residential block characterized primarily by one-unit dwellings, with additional two-unit buildings nearby.

The proposed dwelling is elevated above an existing retaining wall, consistent with prevailing conditions along Beachview Road, where nearby properties similarly locate residential buildings above grade with front stair access due a steep upslope from Beachview Road to the rear lot line.

Zoning Analysis:

The proposal received a citation for exceeding the maximum permitted building height.



The property is located in the East Boston Residential-2.5 (EBR-2.5) subdistrict and is governed by Article 53, Table F (Dimensional Regulations), which establishes a maximum building height of 2.5 stories and 35 feet. The proposal is shown as 2.5 stories, but is 48 feet in height because height is measured from the grade at the front lot line, and this lot slopes steeply upward across the front yard from the front lot line to the grade where the building begins. As a result, the overall building height measures 48 feet.

Nearby properties similarly sit above grade behind retaining walls, as this is an inherent feature of the upslope of topography on this side of Beachview St. This represents a hardship under Article 7, and is appropriate for the granting of a variance.

The plans reviewed are titled "102 Beachview Rd," prepared by Context and issued for review on May 13, 2025.

Recommendation:

In reference to BOA1825581, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1805308
ZBA Submitted Date	2025-12-10
ZBA Hearing Date	2026-04-28
Address	109 Prince ST Boston 02113
Parcel ID	0301939000
Zoning District & Subdistrict	North End Neighborhood MFR
Zoning Article	54
Project Description	Proposed construction of a new rooftop solarium and roof deck, as well as a third-story deck situated in the building's alcove. The scope also includes necessary internal and external structural work to support the new headhouse and deck.
Relief Type	Conditional Use
Violations	Roof Structure Restrictions Other Conditions Necessary as Protection

Planning Context:

Situated on a long, narrow parcel bounded by Prince Street, Snow Hill Street, and DiFilippo Playground, 109 Prince Street reflects the typical scale and form of the surrounding residential context. While the neighborhood's four- and five-story flat-roof buildings commonly feature headhouses and roof decks, these rooftop structures are generally scaled proportionally to the roof area. Large solariums and oversized headhouses are uncommon in the North End, as they often conflicted with the traditional character of residential open spaces. For example, the neighboring property at 105-107 Prince Street demonstrates a typical configuration, featuring a headhouse and setback roof deck that remains appropriately scaled and screened.

DiFilippo Playground serves as a vital open space resource for the densely populated North End, offering essential recreational areas for both residents and visitors. Given the neighborhood's constrained provision of green space, preserving the integrity of existing parks is a short-term and long-term planning priority. Because the playground extends directly to the western facade of 109 Prince Street, the building's relationship to this public asset is sensitive. Although rooftop structures are prevalent in the immediate vicinity, 109 Prince Street is subject to the North End Restricted Roof District. This overlay is designed to regulate the size and scale



of rooftop additions to ensure they do not diminish the pedestrian experience along public ways or negatively impact the public's enjoyment of nearby open spaces.

Zoning Analysis:

The proposed project requires a Conditional Use Permit under Article 54-18 and relief from the additional conditions outlined in Article 6-4. In Article 6-3, the Zoning Board of Appeal may grant such permits only if the project is appropriately sited and does not create a nuisance or adversely affect the neighborhood. Article 54-18 specifically requires that the North End rooftop structures maintain proportionality and adequate setbacks from the roof edge. However, the proposed solarium and roof deck are significantly out of scale with the building and surrounding urban context. The design lacks side setbacks along the shared lot line with DiFilippo Playground and provides only a 2' setback fronting Prince Street due to a bump-up in the roof shape. Notably, the submitted plot plan indicates that the existing building already encroaches approximately 2.5' into the playground lot. Without a side setback, the proposed rooftop structures would extend over the property line and into City-owned land. To stay within the lot's legal boundaries, the design should incorporate a side setback of at least 2.5'. As such, the Planning Department does not support granting the Conditional Use Permit necessary for the solarium and roof deck with the current proposed dimensions.

Additionally, the proponent is seeking a variance from Article 6-4. The conditions within this article serve as protections to ensure that conditional uses remain contextual and minimize potential negative impacts on open spaces and public ways. The proposed solarium's height and massing far exceed the standard rooftop structures typically approved under the design guidance of Article 54-18. Furthermore, the structure would be situated within an area of the roof that overreaches 109 Prince Street's legal lot line. To align with the neighborhood guidance, the proponent should reduce the bulk of the enclosed area and implement a design that better utilizes the roof space without the excessive scale of the solarium. Additionally, all rooftop structures and features must be adequately fenced and set back to ensure no private structures occupy space beyond the shared lot line with DiFilippo Playground. As the current design does not take sufficient measures to ensure compatibility with the adjacent playground, the Planning Department does not support the requested zoning relief.

Finally, it is important to address the proposed third-story deck. While the existing building already encroaches approximately 2.5' into the playground's lot, the new deck would extend at least an additional foot beyond the building edge. This configuration would result in private residential space overhanging a City-owned parcel, further contributing to the existing



encroachment. The extension of private space into a public open space directly conflicts with the goal of preserving limited recreational open space in the North End and negatively impacts the public experience in the playground. Given the conflicting dimensions of the roof deck, solarium, and third-story deck, along with the misalignment with design guidelines of Article 54-18, the proposal fails to meet the standards necessary for approval.

Plans reviewed are titled "109 Prince St." prepared by Sleeping Dog Properties, INC. and dated 07/07/2025. Plot plan was prepared by Reney, Moran, & Tivnan and dated 07/24/2024.

Recommendation:

In reference to BOA1805308, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a design that is conscious of the size and scale of the proposed solarium, and incorporates adequate setbacks and screening for all rooftop structures. Additionally, the proponent must ensure any elements of the design do not encroach into the adjacent City-owned open space.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1809584
ZBA Submitted Date	2026-01-05
ZBA Hearing Date	2026-04-28
Address	11 Vinton ST South Boston 02127
Parcel ID	0700578000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	This project proposes to change the building occupancy from a two-family dwelling to a three-family dwelling and consists of interior renovations, building extension into the rear yard, and new rear parking.
Relief Type	Variance
Violations	Side Yard Insufficient Usable Open Space Insufficient Lot Area Insufficient

Planning Context:

11 Vinton Street is located in South Boston in the Multifamily Residential subdistrict. The subject property is within a mixed-density block, consisting of a majority of two- and three-unit properties. The project proposes to make interior renovations and expand the existing building into the rear yard. Easements are proposed on the subject and adjacent property (13 Vinton Street, BOA1811248) to create a shared driveway to access two proposed parking spaces in the rear yard. In the surrounding area, off-street parking is uncommon except for larger multifamily developments and undeveloped lots. The subject property is approximately 260 feet from a bus stop serving route 10 and 0.3 miles from Andrew Station serving the MBTA Red subway line and six additional bus lines.

Zoning Analysis:

The project was cited for violation to the dimensional requirements for Residential subdistricts, set forth in Table D of this article. The minimum required lot area is 4,000 square feet for a three-family building, side yard is 3 feet, and open space is 200 square feet per dwelling unit. While the existing lot contains a three-story, two-family building, the lot area is only 2,198



square feet; therefore, insufficient lot area is an existing condition. Therefore, the lot area violation is an existing site condition, and Staff is generally in support of adding an additional unit within the existing lot area. However, the applicant has not provided a site plan that sufficiently details and dimensions the proposed increase in gross floor area (labeled in square feet, per floor), the extent and surface materials of the proposed vehicular maneuvering area, nor the existing and proposed open space areas. These details are required to determine the extent to which the proposed building addition and added parking will impact the existing open space and yard violations.

Plans reviewed are titled "Plan of Proposed Construction and Plan of Easement, 11-13 Vinton Street, Boston, Massachusetts," prepared by Greater Boston Surveying and Engineering, and dated April 9, 2025.

Recommendation:

In reference to BOA1809584, The Planning Department recommends DEFERRAL: adequate plans must be submitted for review in order to determine the appropriateness of the proposed side yard and open space.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1811248
ZBA Submitted Date	2026-01-12
ZBA Hearing Date	2026-04-28
Address	13 Vinton ST South Boston 02127
Parcel ID	0700577000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	This project proposes a shared driveway easement and addition of one rear parking space.
Relief Type	Variance
Violations	Driveway Width Insufficient

Planning Context:

13 Vinton Street is a three-family building located in South Boston in the Multifamily Residential subdistrict. The subject property is within a mixed-density block, consisting of a majority of two- and three-unit properties. The project proposes to add one parking space in the rear yard and a five-foot wide driveway easement in the existing side yard to be shared and combined with an approximately five-foot wide driveway easement on the adjacent property.

In the surrounding area, off-street parking is uncommon except for larger multifamily developments and undeveloped lots. The subject property is approximately 260 feet from a bus stop serving route 10 and 0.3 miles from Andrew Station serving the MBTA Red subway line and six additional bus lines.

Zoning Analysis:

The subject property was cited for ZBA review based on Article 3, Section 3-1 and Article 68, Section 34-6 of the Boston Zoning Code.

Art. 3, Sec. 3-1: This section of the code is not applicable.

Art. 68, Sec. 34-6: The project was cited for insufficient driveway width. On the subject lot, a five-foot wide shared driveway easement is proposed. The minimum required driveway width is ten feet. However, an additional five feet of driveway are proposed on the adjacent property as



part of zoning variance case BOA1809584. This additional driveway width is necessary to access the proposed rear parking space.

As Staff is recommending deferral of the project on the adjacent parcel (11 Vinton Street) due to lack of sufficient detail on plans, Staff recommends deferral of the subject request as well in favor of coordination between the projects.

Plans reviewed are titled "Plan of Proposed Construction and Plan of Easement, 11-13 Vinton Street, Boston, Massachusetts," prepared by Greater Boston Surveying and Engineering, and dated April 9, 2025.

Recommendation:

In reference to BOA1811248, The Planning Department recommends DEFERRAL: coordination is required between the subject case and BOA1809584.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1781953
ZBA Submitted Date	2025-09-23
ZBA Hearing Date	2026-04-28
Address	1 Bayside ST Dorchester 02125
Parcel ID	1302272000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Construct a new six-unit, three-story residential building on a currently vacant lot.
Relief Type	Variance
Violations	Parking or Loading Insufficient Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Height Excessive (stories) FAR Excessive Side Yard Insufficient Rear Yard Insufficient Front Yard Insufficient Use: Forbidden (MFR)

Planning Context:

This project is in the Savin Hill area of Dorchester. The proposed project is about a 7 minute walk (0.3 miles) from the Savin Hill MBTA Red Line Station. The area is predominantly two and a half- to three-story homes. This block in particular has a consistent pattern of evenly spaced triple deckers. The proposed building is on a vacant corner lot.

Zoning Analysis:

The project has various violations related to the proposed massing (excessive height, insufficient yards, and excessive FAR). The proposed height is three stories, while the maximum allowed is two and a half. However, the majority of existing buildings in the area are three stories. In addition, the project proposes 5.3 ft for the Side Yard, 11 ft for the Rear Yard, and 12.4 ft for the Front Yard along Bayside Street and 8.4 ft for the Front Yard along Savin Hill Avenue. While this does not conform with the zoning requirements (as the zoning requires 10 ft for the Side Yard, 20 ft for the Rear Yard, and 15 ft for the Front Yard), the proposed yards are aligned with the yard conditions of the existing surrounding fabric. The FAR also is not



conforming with zoning requirements, but seems to be aligned with existing conditions. The proposed FAR is not on the plans, but seems to be around 1.5, which is above the maximum allowed of 0.5, but is similar to the surrounding buildings (which seem to be around 1.0-2.0). This indicates that the zoning should be updated to better align with existing conditions.

The project also has several violations related to the existing size and shape of the lot (insufficient Lot Area, Lot Width, and Lot Frontage). Firstly, the lot (which is 4,215 sq ft) does not meet the minimum Lot Area requirement of 5,000 sq ft. However, the majority of lots in this area are around 3,000 sq ft, indicating a need to update this rule (as it currently renders the vast majority of the area nonconforming). The required Lot Width and Lot Frontage are 40 ft. If you strictly consider the Bayside St frontage, the project does not meet the Lot Frontage requirement (this frontage is 25 ft). However, since this is a corner lot, there is additional lot frontage along Savin Hill, which alleviates any concerns about site access and safety due to the narrow frontage on Bayside Street. For Lot Width, the narrowest part of the lot where the building is proposed is a little over 30 ft. This is slightly smaller than the required Lot Width (40 ft) as well as the typical Lot Width in the area (around 38 to 45 ft). However, this is necessary to make reasonable use of this unusually shaped lot, and therefore a variance should be granted under Article 7.

The project is flagged for a forbidden use, as it proposes six-units in a 2F district. Most of the area is two-unit and three-unit buildings. However, this lot is larger than most others in the area. This makes it well suited to accommodate additional housing while remaining compatible with the surrounding neighborhood.

The amount of proposed parking is not entirely clear, as the plan shows four spaces labeled “garage bays” in one part of the plan set and “storage bays” in another. The Planning Department would not support the use of these bays for parking because there is not sufficient space for maneuverability (the eleven foot drive aisle does not provide enough space to turn in and out of the garage bays). However, the Planning Department would support this project with zero parking spaces. The location of the proposed project is well served by public transportation, as it is only about a seven minute walk (0.3 miles) from the Savin Hill MBTA Red Line Station. In addition, the surrounding streets have residential permit parking which lessens the need for off-street parking on the lot.



This project is within a Neighborhood Design Overlay District and proposes the erection of a building with a gross floor area of three hundred (300) or more square feet which is visible from a public street. Therefore, it is subject to Design Review under Article 28.

Plans reviewed "PLOT PLAN SHOWING PROPOSED BUILDING AT BAYSIDE STREET IN BOSTON, MASS." prepared by "NEPONSET VALLEY SURVEY ASSOC., INC." and dated "4/12/2024" and "LOT 19, 1 BAYSIDE STREET" prepared by "COLWELL GROUP" and dated "4/1/2025."

Recommendation:

In reference to BOA1781953, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to the maneuverability of the parking, including elimination of unsafe parking spots, and compatibility with the neighborhood character.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1482368
ZBA Submitted Date	2023-06-06
ZBA Hearing Date	2026-04-28
Address	87 Morris ST East Boston 02128
Parcel ID	0106841000
Zoning District & Subdistrict	East Boston Neighborhood 3F-2000
Zoning Article	53
Project Description	Change of use from a 2-family to a 3-family by remodeling the basement into a new unit.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Usable Open Space Insufficient Parking or Loading Insufficient GCOD Applicability IPOD Applicability Lot Area Insufficient Additional Lot Area Insufficient Location of Main Entrance

Planning Context:

This case has been previously reviewed and deferred by the ZBA on 1/27/26, 4/23/25, 6/24/25, 7/30/25, 9/25/25, and again on 11/25/25 . No new project plans have been submitted. The contents of this recommendation remain the same.

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

87 Morris Street is within a 5 minute walking radius of the MBTA Blue Line Airport Station further aligning it with city wide goals for increasing transit oriented development in order to address the ongoing housing crisis. The proponent seeks to change the occupancy of the existing residence from a 2-family to a 3-family. This would involve the remodeling of the basement into a new apartment.



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

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

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

Zoning Analysis:

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



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

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

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

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

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

Plans submitted by GJ Design Group LLC on March 24, 2023, and last reviewed by the City of Boston Inspectional Services Department on May 30, 2023.



Planning Department

CITY of **BOSTON**

Recommendation:

In reference to BOA1482368, The Planning Department recommends DENIAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1747974
ZBA Submitted Date	2025-07-14
ZBA Hearing Date	2026-04-28
Address	142 P ST 06 South Boston MA 02127
Parcel ID	0604441000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Build 5 roof decks on top of existing building, accessed through existing roof hatches. Each unit will have its own deck.
Relief Type	Variance, Conditional Use
Violations	Front Yard Insufficient Rear Yard Insufficient Roof Structure Restrictions

Planning Context:

The proposed project sits in an established residential area of South Boston's City Point neighborhood. Its surrounding context consists of a mix of three- to four-story structures, housing a range of single- to multi-unit residential land uses. The project is located within a one-block radius of Marine Park and several stops for the MBTA's 11 bus route.

The project site is occupied by an existing three-story, five-unit residential structure. The proposed project seeks to erect five new roof decks atop the existing structure, one for each unit. These roof decks are proposed to be accessed through existing roof hatches and completely hidden from public view. The latter is accommodated due to the structure's existing parapet, which extends 4 feet above the project's flat roof, and provides complete visual screening for the structure's existing rooftop mechanicals and proposed roof decks.

The project scope aligns with the Planning Department's design standards for roof decks (built upon flat roof, concealed from the public right of way) and is harmonious with the site's existing design. It also adds valuable usable open space for the structure's residents. Roof decks and upper story balconies are contextual to the site and commonly found in the surrounding area, including on several of the structures on the proposed project's block.

While located within a Greenbelt Protection Overlay District (GPOD), the project does not meet the threshold requirements for GPOD review to apply.



Zoning Analysis:

The proposed project's roof structure restrictions violation is triggered by Section 68-29 of the Code, which necessitates a conditional use permit for any project proposing to alter the roofline of an existing residential structure. The project's proposed roof decks maintain the structure's existing building height (which conforms with zoning) and are entirely hidden from public view (accessed through existing roof hatches + screened by the structure's existing four-foot-tall parapet wall). Because of this context, as well as the fact that roof decks are a common fixture already existing across the project's surroundings, the proposal is deemed appropriate for the area.

The project's insufficient front and side yard violations are existing conditions, not proposed to be extended or worsened by the proposed project. Accordingly, their impacts are negligible to the proposal.

Considering the prevalence of roof decks across the urban form of South Boston (and beyond), future zoning reform efforts should amend neighborhood zoning requirements to better permit open roof decks, especially upon already existing residential structures.

Plans reviewed titled, "142 P Street, South Boston, MA," prepared by Context Architects on March 2, 2026.

Recommendation:

In reference to BOA1747974, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1575425
ZBA Submitted Date	2024-02-28
ZBA Hearing Date	2026-04-28
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; 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,

Kathleen Onuf

Deputy Director of Zoning

MEMORANDUM

OCTOBER 20, 2016

TO: BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
RAUL D. DUVERGE, PROJECT MANAGER
MATTHEW MARTIN, URBAN DESIGNER
CECILIA NARDI, PLANNER

SUBJECT: 1258-1272 MASSACHUSETTS AVENUE, DORCHESTER

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 1258-1272 Massachusetts Avenue in Dorchester (the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); (2) enter into an Affordable Rental Housing Agreement and Restriction in connection with the Proposed Project, and take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project; and (3) recommend approval to the Zoning Board of Appeal on Petition BOA-569723 for zoning relief necessary to construct the Proposed Project.

PROJECT SITE

The Proposed Project is located at 1258-1272 Massachusetts Avenue in the Dorchester neighborhood of Boston. The site is comprised of two contiguous parcels, one with a street address of 1258-1262 Massachusetts Avenue, containing approximately 6,001 square feet, and one with a street address of 1268-1272 Massachusetts Avenue containing approximately 13,896 square feet (the "Project Site"). The Project Site was most recently utilized as a used car dealership and is currently occupied by a single story structure.

The Project Site is within an approximately fifteen minute walk from MBTA Red Line subway service (JFK/UMass and Andrew Station) and MBTA Commuter Rail service (Newmarket Station), providing direct access to Downtown and the Greater Boston area.

DEVELOPMENT TEAM

The development team includes:

Proponent: Roseclair Boston, LLC
Doug George

Architect: RCA, LLC
James Christopher

Legal Counsel: Adams & Morancy P.C.
George Morancy

DESCRIPTION AND PROGRAM

Roseclair Boston LLC (the “Proponent”) proposes to demolish the existing single story structure on the Project Site and construct a six (6) story, approximately 42,656 square foot mixed-use building with forty (40) residential rental units, including five (5) units made affordable to households earning not more than 70% of the Area Median Income (“AMI”), thirty-seven (37) off-street vehicle parking spaces, and approximately 2,323 square feet of ground floor retail space (the “Proposed Project”).

As currently proposed, the forty (40) residential units will consist of ten (10) studio units, fifteen (15) one bedroom units, and fifteen (15) two bedroom units.

The estimated total development cost for the Proposed Project is \$12,500,000.

ARTICLE 80 REVIEW PROCESS

On Monday, August 22, 2016, the Proponent filed an Application for Small Project Review with the BPDA, pursuant to Article 80E of the Boston Zoning Code. The BPDA sponsored and held a public meeting on Monday, September 12, 2016 at the BCYF Plumbers and Gasfitters Local 12 building located at 1240 Massachusetts

Avenue in Dorchester. The public meeting was advertised in both the *Dorchester Reporter* and *Bay State Banner*. The public comment period concluded on Thursday, September 22, 2016.

Outside of the BPDA sponsored public meeting, the development team conducted additional outreach with the John W. McCormack Civic Association, local elected officials, and abutters to solicit feedback and review the Proposed Project.

ZONING

The Project Site is located in the Dorchester Neighborhood District and Local Convenience Subdistrict.

The Proposed Project will require zoning relief for the following: multifamily conditional use, floor area ratio (F.A.R.), building height, usable open space, rear yard, and off street parking and loading as set forth in petition BOA-569723.

PUBLIC BENEFITS

The Proposed Project will result in a number of public benefits to the Dorchester neighborhood and the City of Boston as whole, these include:

- An enhanced use of the site including new pedestrian and commercial activity along Massachusetts Avenue;
- Reconstructed sidewalks along the Project Site to meet Complete Streets guidelines;
- Additional property tax revenue for the City of Boston;
- Five (5) new residential units made affordable to households earning not more than 70% of AMI and a \$40,000 payment to the Inclusionary Development Policy Fund;
- The creation of at least forty five (45) construction jobs; and
- A \$10,000 financial contribution for maintenance and improvements to Clifford Playground in Dorchester to be made to the BPDA upon building permit issuance.

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone C, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be

designated as IDP units. In this case, five (5) units within the Proposed Project will be created as IDP Units, made affordable to households earning not more than 70% of the AMI, as based upon the United States Department of Housing and Urban Development (“HUD”).

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

Number of Bedrooms	Approximate Square Footage	Location of IDP Unit	Percent of Area Median Income	Approximate Rent
Studio	585 SF	Unit 403- 4 th floor	70%	\$1065.00
1	1057 SF	Unit 307- 3 rd floor	70%	\$1242.00
1	1057 SF	Unit 607- 6 th floor	70%	\$1242.00
2	894 SF	Unit 205 -2 nd floor	70%	\$1419.00
2	907 SF	Unit 508 - 5 th floor	70%	\$1419.00

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

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project. The Proponent must also submit an Affirmative Marketing Plan (the “Plan”) to the Boston Fair Housing Commission 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).

The IDP Units will not be marketed prior to the submission and approval of the Plan. A deed restriction will be placed on the IDP Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years). The household income of any subsequent renter of the IDP Units during this fifty (50) year period must fall within

the applicable income limit for each IDP Unit. The BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units.

In addition to the five (5) designated IDP Units, the Proponent has agreed to make an IDP contribution of \$40,000 as a partial unit payment (0.2 unit) to the IDP Special Revenue Fund ("IDP Fund") managed by the Department of Neighborhood Development ("DND"). This payment will be made at the time of the building permit. Combined, this contribution together with the five (5) designated IDP Units satisfies fully the IDP requirements pursuant to the December 10, 2015 IDP.

RECOMMENDATION

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, staff recommends that the BPDA approve and authorize the Director to: (1) issue a Certification of Approval for the Proposed Project at 1258-1272 Massachusetts Avenue in Dorchester; (2) enter into an Affordable Rental Housing Agreement and Restriction, and take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project; and (3) recommend approval to the Zoning Board of Appeal on Petition BOA-569723 for the zoning relief necessary to construct the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval, approving the Proposed Project by Roseclair Boston, LLC Capital (the "Proponent") at 1258-1272 Massachusetts Avenue in Dorchester (the "Proposed Project"), in order to construct forty (40) residential rental units, including five (5) Inclusionary Development Policy ("IDP") units, ground floor retail space, and thirty seven (37) off street parking spaces, in accordance with the requirements of Small Project Review, Article 80E, of the Boston Zoning Code, subject to continuing design review by the Boston Redevelopment Authority; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute an Affordable Rental Housing Agreement and Restriction for the creation of five (5) on-site IDP Units and a \$40,000 contribution towards the IDP Fund, and execute any other agreements and documents that the

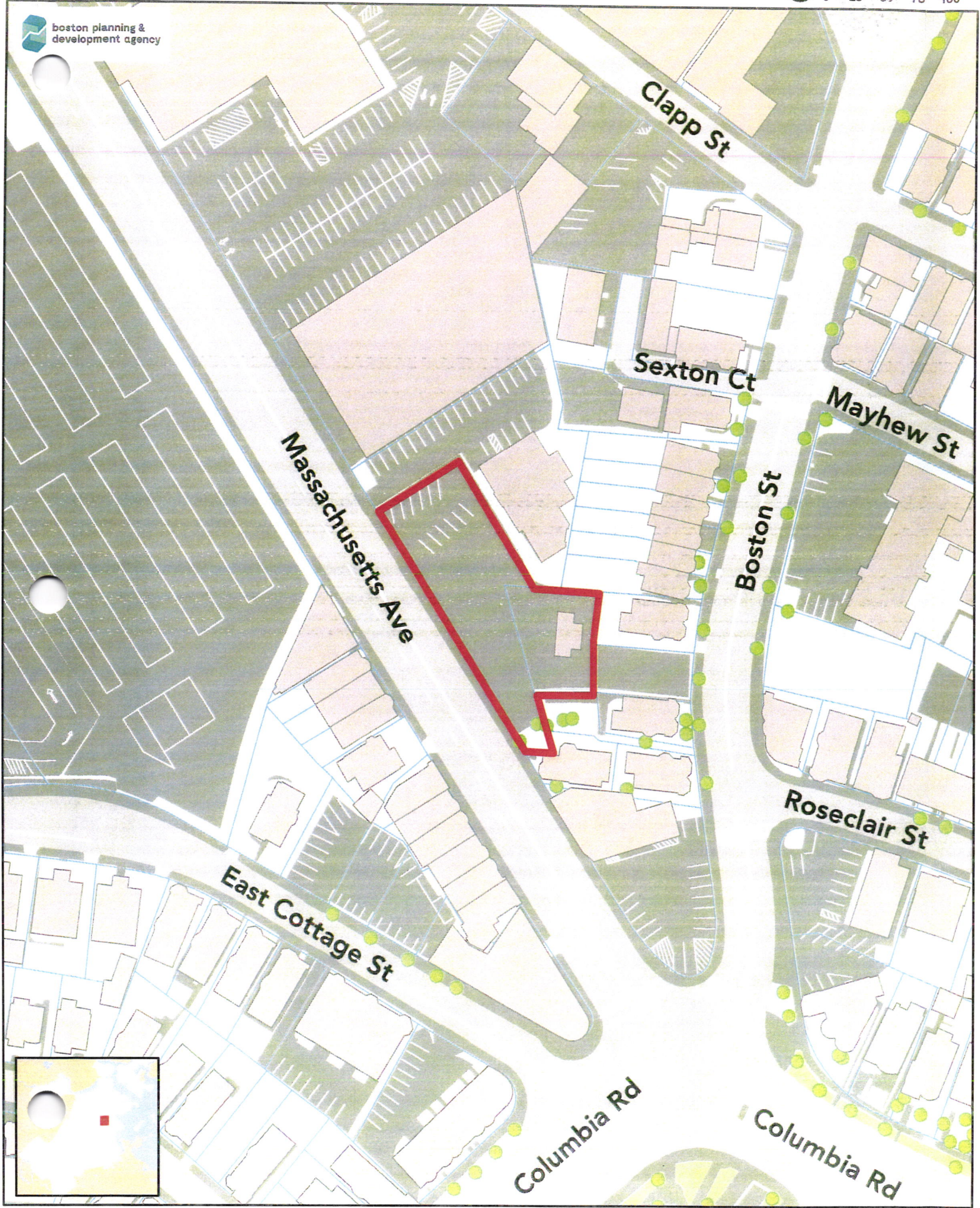
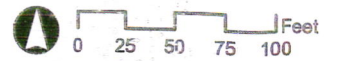
Director deems appropriate and necessary in connection with the Proposed Project; and

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to issue the following recommendation to the City of Boston Zoning Board of Appeal on Petition BOA-569723 for zoning relief necessary in connection with the Proposed Project: APPROVAL WITH PROVISIO: that plans be submitted to the Boston Redevelopment Authority for design review approval.

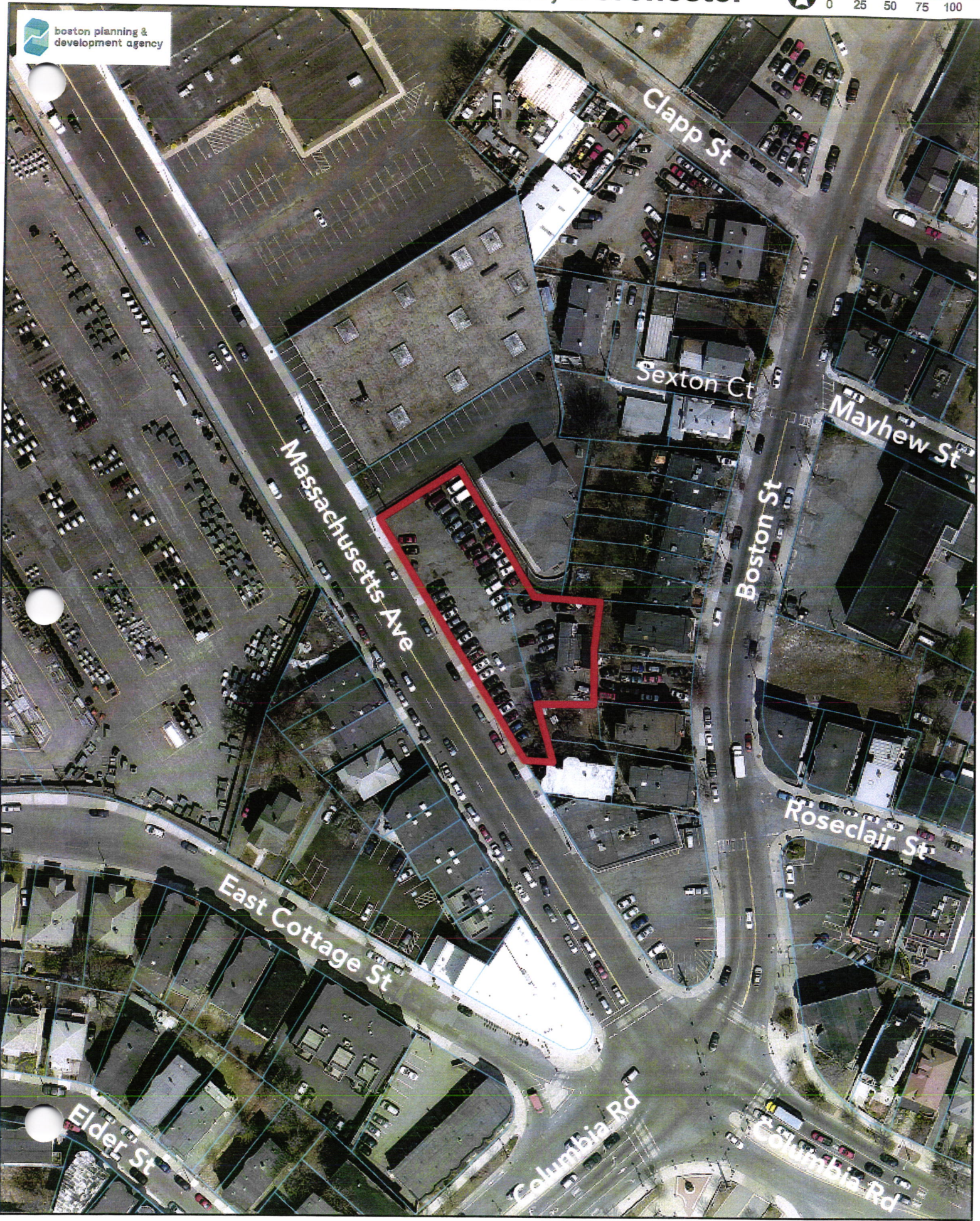
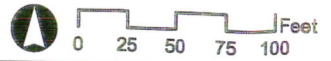
1258-1272 Massachusetts Avenue, Dorchester

2014 Aerial



1258-1272 Massachusetts Avenue, Dorchester

2014 Aerial





Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 13, 2016 at 1:26 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1159

Form inserted: 9/13/2016 1:25:58 PM

Form updated: 9/13/2016 1:25:58 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: John

Last Name: Moran

Organization:

Email: Tedbu06-rec@yahoo.com

Street Address: 147 Grampian Way

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 287-1042

Zip: 02125

Comments: Excellent use of vacate site. Market rate units will address hosing needs in the community. Please record me in support of this project

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

Tue, Sep 13, 2016 at 1:13 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1158

Form inserted: 9/13/2016 1:12:33 PM

Form updated: 9/13/2016 1:12:33 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Rich

Last Name: Driscoll

Organization:

Email: mdriscoll16@comcast.net

Street Address: 16 Sylvester Rd

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 474-9015

Zip: 02122

Comments: Hello, I would like to express my support for the proposed project at 1258-1272 Massachusetts Ave. The project is a positive new use for a shabby looking used car lot. Additionally, the design, new amenities and new residents it will bring will greatly enhance this largely industrial area by bringing a walkable and bike friendly eco-system. The exterior of the building's facade is architecturally significant and respects and compliments the similar architecture nearby. Adding housing is an important goal and when it is done with character and with amenities that will make a great addition to the neighborhood, its truly a win-win situation. Thank you for reading my letter of support and I hope this project is approved. Regards, Rich Driscoll

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 13, 2016 at 7:41 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1163

Form inserted: 9/13/2016 7:40:42 PM

Form updated: 9/13/2016 7:40:42 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Emmett

Last Name: Folgert

Organization:

Email: emmett.folgert@gmail.com

Street Address: 502 Talbot Ave #3

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 645-1005

Zip: 02124

Comments: I support this project which will give Dorchester badly needed housing. This construction firm has a good record of producing quality housing.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 13, 2016 at 8:52 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1164

Form inserted: 9/13/2016 8:51:43 PM

Form updated: 9/13/2016 8:51:43 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Kevin

Last Name: Mullen

Organization:

Email: kevinmullen@verizon.net

Street Address: 51 Delmont

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 417-1097

Zip: 02122

Comments: Several observations: The design appears well thought out, not just a "box". The detail in the design will provide for a great addition to a blighted area. Also, the developer, Douglas George has an unimpeached reputation in our neighborhood, and is known for his quality work, as well as his honesty and fair dealings with tenants. This is the epitome of what the BRA should seek in projects for areas such as Mass. Ave.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Sep 14, 2016 at 8:31 AM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1165

Form inserted: 9/14/2016 8:31:08 AM

Form updated: 9/14/2016 8:31:08 AM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Sarrah

Last Name: Essaibi

Organization:

Email: sarrahessaibi@gmail.com

Street Address: 983 Dorchester Ave

Address Line 2: Apt 3

City: Dorchester

State: MA

Phone: (617) 669-3358

Zip: 02125

Comments: I am in approval of this development for many reasons. Because of the two businesses that would be in the retail spots, life will be added to this area of Mass Ave. I walk this route when coming home from work and I would definitely make a stop here. I lived in Mission Hill for a period of time and Penguin Pizza was the place where everyone went for great food and a good atmosphere. With a 40 units added to this area it would help make it safer and put this space to good use. When we focus on building areas that aren't the greatest within the city, we make those areas safer and the city safer as a whole, which is most important to me. The residence and retail would be a great addition to the community. I've lived in Boston my whole life, most of it being in this specific part of Dorchester and anything positive that makes our streets safer and more enjoyable is the best thing that could be given to our community. Thank you for taking the time out to hear feedback from the community.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Mass Ave project

1 message

Sean Malone <seanmalone1979@gmail.com>
To: Raul.duverge@boston.gov

Thu, Sep 15, 2016 at 10:25 AM

Hi
I am writing to let you know I enjoyed the presentation at the plumber union hall.
My family greatly supports this project as well as the efforts of the bra.
Doug George seems like he cares deeply for the area and penguin pizza will attract foot traffic more than vehicles.
Keep up the nice work Raul!
Sincerely
Sean Malone



Raul Duverge <raul.duverge@boston.gov>

Support 1258 mass Ave

1 message

Johny Boy <hookline55@gmail.com>

Thu, Sep 15, 2016 at 10:18 AM

To: Raul.duverge@boston.gov

Hi

Great meeting the other night at the plumbers hall. I am writing you to let you know that I support this project.

It will help revitalize the area and Doug George seems like he cares about the area as he lives and grew up close by.

Sincerely

Jim McKay

Sent from my iPhone



Raul Duverge <raul.duverge@boston.gov>

Re: Small Project Review Application Submission Notice- 1258-1272 Massachusetts Ave. , Dorchester

1 message

Carrie Marsh <carrie.marsh@boston.gov>

Wed, Aug 24, 2016 at 1:54 PM

To: Raul Duverge <raul.duverge@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Teresa Polhemus <teresa.polhemus@boston.gov>, Michael Cannizzo <michael.cannizzo@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>

Hello -

I write in reference to the proposed project at 1258-1272 Massachusetts Avenue which will have approximately 40 units. The application for the project states that no onsite open space is required. However, the two zoning refusal letters that are provided indicate that the onsite open space is insufficient. This should be clarified.

The plans on page 29 of the application show a roof deck, which appears to be the only usable open space on the site. But the elevation on page 30 shows a significant utility enclosure on the roof that makes it unclear how the roof deck will be accommodated. There is also a one story structure on the south side that is also labeled as a patio, and is inconsistently shown on the site plan, floor plan and elevation. So it is not clear how this small roof top / patio space will be used.

The residents of the 40 housing units in this project will need to rely on the City's existing public open space to meet their active recreational needs. BPRD therefore respectfully requests that consideration be made during the Article 80 review process for impact mitigation for use at Clifford Playground.

Thank you.



Carrie Marsh, Executive Secretary
Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 / carrie.marsh@boston.gov

On Tue, Aug 23, 2016 at 2:50 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon,

Attached for your review is the Small Project Review Application ("SPRA") for the proposed 1258-1272 Massachusetts Avenue project in Dorchester (the "Proposed Project"), received by the Boston Redevelopment Authority ("BRA") on Monday, August 22, 2016.

The Proposed Project consists of the redevelopment of two contiguous parcels of land collectively comprising approximately 19,896 square feet and currently occupied by a used car dealership located at 1258-1272 Massachusetts Avenue in Dorchester (the "Project Site"). The Proposed Project consists of the demolition of the existing structure occupying the Project Site and the construction of two (2) mixed-use, six story buildings containing a total of approximately forty (40) residential units, approximately 1,500 square feet of ground floor commercial space, and approximately thirty seven (37) off-street parking spaces.

The BRA solicits comments from the city departments, public agencies, elected officials and the general public. Written comments on the attached SPRA must be received by the BRA no later than Thursday, September 22, 2016. Please use the contact information below for comments or clarification.

Should you have any questions or would like a hard copy of the SPRA, feel free to contact me at any time.



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

Message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 13, 2016 at 2:16 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1161

Form inserted: 9/13/2016 2:15:38 PM

Form updated: 9/13/2016 2:15:38 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Mark

Last Name: Donovan

Organization: Atlantic Power and Light (LU103 IBEW)

Email: MARK@ATLANTICPOWERANDLIGHT.COM

Street Address: 17 Dickens st

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 436-2758

Zip: 02122

Comments: To whom it may concern Atlantic Power and Light is LU 103 IBEW Contractor and local Dorchester Business and we have worked together on multiple projects with Mr George for the last 10 years Mr George has worked tirelessly to abide by community standards on his projects by putting local people to work on local projects .I know that this project like all his projects will be a welcome addition to the neighborhood . Thank You Mark Donovan President Atlantic Power and light Corp 17 Dickens st Dorchester, MA 02122

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 13, 2016 at 3:10 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1162

Form inserted: 9/13/2016 3:09:59 PM

Form updated: 9/13/2016 3:09:59 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Jeremiah

Last Name: Foley

Organization:

Email: Jffoley@yahoo.com

Street Address: 34 Westglow

Address Line 2:

City: Boston

State: MA

Phone: (617) 645-5832

Zip: 02177

Comments: Great project!! This area of the city needs it and Penguin Pizza only makes this more attracti

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 13, 2016 at 1:43 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1160

Form inserted: 9/13/2016 1:43:42 PM

Form updated: 9/13/2016 1:43:42 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Richard

Last Name: Rouse

Organization: Mission Hill Main Streets

Email: mainstreetrouse@gmail.com

Street Address: 26 Arborview Road

Address Line 2:

City: Jamaica Plain

State: MA

Phone: (617) 427-7399

Zip: 02130

Comments: I had the pleasure of attending the community meeting on September 12th regarding this proposal, and wish to register my enthusiastic support. My interest in seeing this area developed goes back to the 1980s when I served as State Representative for this district and had legislation passed to make this area eligible for state redevelopment funding along with securing funding for the reconstruction of deteriorating Massachusetts Avenue. This triggered much of the institutional rehabilitation which occurred at that time. Sadly, housing production in this location has lagged throughout this time until now. This respected local developer has listened to his lifelong neighbors and wishes to rehabilitate this long neglected parcel to the delight of much of this community. Mr. George's track record in this neighborhood is outstanding. This project is supported by an overwhelming number of local residents and has been long anticipated and much needed for this community.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

1252 Massachusetts Avenue

1 message

Bryan Bryson <bryan.d.bryson@gmail.com>

Fri, Sep 16, 2016 at 8:34 PM

To: raul.duverge@boston.gov

Dear Raul,

I am writing to express my support of the project. Underutilized parcels such as this one are great opportunities to bring new life to the neighborhood. As someone who works in Longwood, the potential addition of a Penguin Pizza is welcome news for me. I hope that the architecture of the final product represents something unique and not something boilerplate, and the presentation that was provided on Wednesday gave me hopes that it will be a well-constructed building.

My concern is more for the future tenants of the building. That current stretch of Mass Ave can be quite unsafe. I've personally had near clippings on my bicycle once or twice and the increased traffic in the neighborhood especially of pedestrians and cyclists makes safety a top priority for the neighborhood, and I implore the BRA work with BTM to improve traffic patterns in the neighborhood. I hope that the developer contributes to street safety with ample lighting and accommodation for pedestrians. I know there isn't a lot of room in the footprint of the plan, but if there's a way to think creatively about green space, that would be great. A garden somewhere in a dead zone that can't be used for anything in the parking lot perhaps? Also, I'd really encourage the developer to encourage non-car methods of travel. As I mentioned at the meeting on Monday, ample bike parking and encouragement of usage of the T when possible is a great start.

I hope that this development gets approved, but I just hope that in extending the residential borders of the neighborhood that a lot of priority is placed on safety of the new residents through traffic accommodations (this should be a BRA priority and not the burden of the developer) and through ample lighting on the property which I'm sure the developer will include.

Cheers,
Bryan



Raul Duverge <raul.duverge@boston.gov>

1258 Mass Ave project

2 messages

Lawrence T. White <ltw@nmr.mgh.harvard.edu>
To: raul.duverge@boston.gov

Tue, Sep 13, 2016 at 10:00 AM

Hi Raul,

I am a member of the McCormack Civic Association and I was at the meeting last night. I am very excited for this project as I think it will be a great thing for the neighborhood. Unfortunately I wasn't able to stay for the whole meeting. I was hoping that you could answer a few questions for me. At one point a slide was shown that said what the BRA was recommending vs. what the developer wants in terms of the height of the building, number of parking spaces, etc. I was wondering if it would be possible to get a copy of that slide or at least a list of those figures. I am also curious as to how the BRA comes up with their recommendations. I don't need a long explanation- it just seems what you are recommending is a lot different than what they are proposing. Can you also guess roughly what percentage of projects actually adhere to what your (BRA) recommendations are?

I also live directly behind the carpenters union building on Boston St. The back of my building as well as all of the row houses attached together will be impacted by the height of the building. I would really like to see the height dropped at least one story if not two. Is there a way we can get a shadow study done to see roughly how the height they are proposing vs. a lower building will affect those of us behind?

Thanks Raul for any help. I appreciate all of your guidance on this.
Thanks,

Larry White
35 Boston St.

The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Partners Compliance HelpLine at <http://www.partners.org/complianceline> . If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the e-mail.

Raul Duverge <raul.duverge@boston.gov>

Thu, Sep 15, 2016 at 6:16 PM

Draft To: "drgeorge02125@yahoo.com" <drgeorge02125@yahoo.com>, James Christopher <JChristopher@roche-christopher.com>, gmorancy <gmorancy@admorlaw.com>

Doug,
[Quoted text hidden]

Sincerely,



Raul Duverge
Project Manager
7.918.4492

BRA/EDIC

One City Hall Square | Boston, MA 02201
BostonRedevelopmentAuthority.org



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 20, 2016 at 1:06 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1169

Form inserted: 9/20/2016 1:05:30 PM

Form updated: 9/20/2016 1:05:30 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Patrick

Last Name: Ryan

Organization:

Email: pjryan87@gmail.com

Street Address: 5 Taft Street

Address Line 2:

City: Boston

State: MA

Phone: (860) 705-9674

Zip: 02125

Comments: This project is a home run for this part of the neighborhood. It has the right massing for that part of the street. The design is appealing and will serve as an excellent gateway to the newly developing South Bay area, for those heading north and to Dorchester, for those coming south. Additionally, the retail/restaurant space is going to be a perfect addition to a neighborhood that is growing and in need of a main street area to gather. The Dorchester Brewery has become a major draw for the neighborhood with people walking there from their homes. This building will add much needed space on that stretch of Mass Ave that can handle the increased foot traffic and is easily accessible for so many parts of the Savin Hill/Columbia/Polish Triangle/South Bay area. We need density in the neighborhood, given it's increasing popularity, and this is the perfect place for this type and size of building. It's clear the developer and architect have spent time and energy on this building and that it won't be precast plain-vanilla design. This is an investment in the neighborhood and will be a sought-after place to live, creating a neighborhood destination out of a stretch of Mass Ave that no one has really cared about or thought to invest in. We need this building and all the good that's going to come from it!

PMContact: Raul.Duverge@Boston.gov



9. If a food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Roseclair Boston LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. 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/es

cc: Douglas George, Roseclair Boston LLC
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



3. The Commission encourages Roseclair Boston LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Roseclair Boston 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, Roseclair Boston LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. Roseclair Boston LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

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, Roseclair Boston 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
7. 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.
8. The Commission requests that Roseclair Boston 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. Roseclair Boston LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.



3. 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.
4. Roseclair Boston, 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. Roseclair Boston, LLC, should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Roseclair Boston LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application, Roseclair Boston 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. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Roseclair Boston LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.



Maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

4. Roseclair Boston, LLC, should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Roseclair Boston, LLC, will be required to apply for a RGP to cover these discharges.
5. Roseclair Boston, 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.
6. The Commission will require Roseclair Boston, 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 Roseclair Boston, LLC, to re-inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is the responsibility of Roseclair Boston, LLC 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, Roseclair Boston, 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. Roseclair Boston, LLC, must provide separate estimates of peak and continuous maximum water demand for residential and commercial irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Roseclair Boston, LLC, should also provide the methodology used to estimate water demand for the proposed project.
2. Roseclair Boston, LLC, should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Roseclair Boston, LLC, should consider outdoor landscaping which requires minimal use of water to maintain. If Roseclair Boston, LLC, plan to install in-ground



General

1. All new or relocated water mains, sewers, and storm drains must be designed and constructed at Roseclair Boston, 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. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the designs of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers, and drains which serve the site, proposed service connections, as well as water meter locations.
2. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, are implementing 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. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (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. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
- 3.

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

**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119
617-989-7000
Fax: 617-989-7718



September 9, 2016

Mr. Raul Duverge
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02210

Re: 1258-1272 Massachusetts Avenue
Small Project Review Application

Dear Mr. Duverge,

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at 1258-1272 Massachusetts Avenue in the Dorchester neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The proposed project would consist of two new, attached, six-story buildings containing 40 new residential condominium units and served by 37 accessory parking spaces located partially at grade, and partially ground-level garage.

The site is comprised of two contiguous lots, one with a street address of 1258-1262 Massachusetts Avenue, containing 6,001 sq. ft. of land and will contain approx. 18,793 of gross square footage with 311 square feet of commercial space, and twenty dwelling units.

The second with a street address 1268-1272 Massachusetts Avenue containing 13,896 sq. of land and will contain approx. 18,793 square feet of gross square footage, with 1.152 square feet of ground- floor commercial space, and twenty dwelling units.

The current use of the land is a used car dealership lot.

The Commission owns and maintains a 15 – inch sanitary sewer system, along with two 12- inch storm drains in Massachusetts Avenue. Additionally, there is a sewer line running along the west side of the proposed building with the street address of 1258-1262, connecting to a rear building located at 1252 Mass Ave.

For water service, there is a 12-inch southern low service water main in Massachusetts Avenue.

Water usage and wastewater generation estimates were not stated in the SPRA.



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 20, 2016 at 2:38 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1170

Form inserted: 9/20/2016 2:38:09 PM

Form updated: 9/20/2016 2:38:09 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: John

Last Name: Murphy

Organization: Carpenters Local 33

Email: cbrady1558@aol.com

Street Address: 1252 Massachusetts Avenue

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 350-0014

Zip: 02125

Comments: Carpenters Local Union 33, abutter at address 1252 Massachusetts Avenue forwarded a letter and email dated September 20, 2016 regarding this project to the attention of Raul Duverge.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 20, 2016 at 3:10 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1171

Form inserted: 9/20/2016 3:09:52 PM

Form updated: 9/20/2016 3:09:52 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Daniel

Last Name: Sullivan

Organization:

Email: sullivan07@comcast.net

Street Address: 90 Holworthy St

Address Line 2:

City: Cambridge

State: MA

Phone: (617) 547-3133

Zip: 02138

Comments: I work in the Dorchester Area. It is so nice to see that someone is finally paying attention to the area at the end of Mass Ave that has been neglected for years. The new Dorchester Brewery has been a nice start in a positive direction for this area. The proposed development at 1258- 1272 is another step in the right direction. The design is new and fresh. Not just another boxy ,cookie cutter style like all the development in South Boston. Their design should add a breath of fresh air to this community. Please approve this project.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Sep 21, 2016 at 5:42 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1175

Form inserted: 9/21/2016 5:42:12 PM

Form updated: 9/21/2016 5:42:12 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Ron

Last Name: Tutunjian

Organization: Eagle Liquors

Email: Rontut@comcast.net

Street Address: 936 Dorchester Ave

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 265-0235

Zip: 02125

Comments: Great project. I whole heartedly support Sincerely Ron Tutunjian Eagle Liquors

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

1258-1272 Mass Ave Development

1 message

Marianne Muniz <mmuniz07@gmail.com>

Tue, Sep 20, 2016 at 8:42 PM

To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Hello,

My name is Marianne Muniz and I am in approval of this development for many reasons. Dorchester has always been my home, and growing up I've noticed the many positive improvements it has made over the years. This plan would improve an area that currently isn't the greatest. The new attractions in this area have made Mass Ave a nice and safer place to enjoy. More businesses and homes have allowed families and friends not only to explore these new areas but also experience what it now has to offer. This development would be a lovely addition to Mass Ave.

Thank you,
Marianne Muniz

846 Dorchester Ave
Dorchester, MA 02125
6179704531



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Sep 21, 2016 at 5:37 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1173

Form inserted: 9/21/2016 5:36:29 PM

Form updated: 9/21/2016 5:36:29 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Paul

Last Name: Federico

Organization:

Email: pt.federico@gmail.com

Street Address: 36 Cushing Ave

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 436-4422

Zip: 02125

Comments: As a resident and local business owner, I fully support this project. This replaces a terrible car lot and will bring life to a desolate and blighted area. The developer promises to build a significant building and bring much needed investment to the area

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Sep 21, 2016 at 5:39 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1174

Form inserted: 9/21/2016 5:39:18 PM

Form updated: 9/21/2016 5:39:18 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Jake

Last Name: Federico

Organization:

Email: Rjf91@yahoo.com

Street Address: 36 Cushing Ave

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 436-4422

Zip: 02125

Comments: I was at the meeting where it was met with a great response. My family has been in this neighborhood for 100 years and think that this is a great addition to the neighborhood


PMContact: Raul.Duverge@Boston.gov

During that meeting we also expressed to Rose Clair Boston, LLC representatives that as elected Officers of Carpenters Local 33, we are obligated to the best of our ability to attempt to minimize any loss of standing or reduction of valuation of the property at 1252 Massachusetts Avenue.

Having received no response from Rose Clair Boston, LLC regarding our concerns, we are entering this letter of objection within the public comment period that concludes on Thursday, September 22, 2016.

Thank you in advance for your attention to our concerns.

Sincerely,



John P. Murphy, Jr.
President
jmurphy@nercc.org



Joseph Byrne
Vice President



Rile Rhodes
Recording Secretary

cc: M. Erlich, NE Regional Council of Carpenters
C. Shannon, NE Regional Council of Carpenters
J. Byrne, Carpenters Local 33
R. Rhodes, Carpenters Local 33
J. Murphy, Jr., Carpenters Local 33

United Brotherhood of Carpenters and Joiners of America
NEW ENGLAND REGIONAL COUNCIL
CARPENTERS LOCAL 33, BOSTON, MASSACHUSETTS

1252 MASSACHUSETTS AVENUE
DORCHESTER, MA 02125



TEL: 617/350-0014
FAX: 617/282-2330

JOHN P. MURPHY, JR.
BUSINESS REPRESENTATIVE/ORGANIZER

JOSEPH BYRNE
BUSINESS REPRESENTATIVE/ORGANIZER

RILE RHODES
BUSINESS REPRESENTATIVE/ORGANIZER

September 20, 2016

Raul Duverge, Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

RE: 1258-1272 Massachusetts Avenue, Dorchester, MA 02125

Dear Mr. Duverge:

We are writing today to request that this letter be entered into the record of comment regarding the proposed project at 1258-1272 Massachusetts Avenue.

We represent the membership of Carpenters Local 33 and the New England Regional Council of Carpenters who are the owners of the property located at 1252 Massachusetts Avenue that abuts the proposed development to the rear.

At the public meeting that was held at 1240 Massachusetts Avenue on Monday evening September 12, 2016, Joseph Byrne representing Carpenters Local 33 expressed to you our concerns regarding the allowable height of the proposal and the proposed set back reduction at the rear property line that abuts our property.

On Wednesday afternoon, September 14, 2016, we hosted a meeting at our office that was attended by Douglas George and George Morancy of Adams & Morancy, P.C. representing Rose Clair Boston, LLC. Christopher Shannon, representing the New England Regional Council of Carpenters was also in attendance. At this meeting we expressed again our concerns regarding allowable building height and minimum rear yard proposals that are suggested in table D of Section 31 in the zoning review. The basis of our objection to the proposed increase to the maximum allowable building height to 79'-9" is that it would result in the creation of a monolithic structure that would tower more than 30' above any existing structure in its proximity. Our objection to the reduction in the minimum rear yard allowance from 20' to 15'-2" is based on our belief that a structure of this magnitude should be held to existing required setbacks on all abutting property lines.



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 20, 2016 at 3:41 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1172

Form inserted: 9/20/2016 3:40:27 PM

Form updated: 9/20/2016 3:40:27 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Url: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Charlie

Last Name: Rouse

Organization:

Email: crouse617@gmail.com

Street Address: 246 Boston st. #3

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 840-2480

Zip: 02125

Comments: Great project for an area that needs a boost. It will enrich this side of MA Ave. and will possibly bring another small business to the neighborhood. I support this project 100%!!

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 1258-1272 Massachusetts Ave

1 message

no-reply@boston.gov <no-reply@boston.gov>

Thu, Sep 22, 2016 at 3:57 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1176

Form inserted: 9/22/2016 3:57:04 PM

Form updated: 9/22/2016 3:57:04 PM

Document Name: 1258-1272 Massachusetts Ave

Document Name Path: /Development/Development Projects/1258-1272 Massachusetts Ave

Origin Page Uri: /projects/development-projects/1258-1272-massachusetts-ave

First Name: Neil

Last Name: Janulewicz

Organization:

Email: njanulewicz@gmail.com

Street Address: 762 Columbia Road

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 777-0613

Zip: 02125

Comments: Mr. George's proposal to replace a used car lot with a mixed-use development fits right in line with the development along Mass. Ave. Providing more ground floor commercial space, with new residential units above, will help activate and energize the stretch of Mass. Ave.

PMContact: Raul.Duverge@Boston.gov

TO: BOSTON REDEVELOPMENT AUTHORITY AND
BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR OF DEVELOPMENT
REVIEW AND GOVERNMENT AFFAIRS
LANCE CAMPBELL, SENIOR PROJECT MANAGER

SUBJECT: 1954 COMMONWEALTH AVENUE, BRIGHTON

SUMMARY: This Memorandum requests authorization for the Director to enter into an Affordable Housing Contribution Agreement in connection with the proposed development located at 1954 Commonwealth Avenue in Brighton (the "Proposed Project"), and take any other action and execute any other agreements that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project is located at 1954 Commonwealth Avenue on a parcel totaling 18,319 square feet in the Brighton neighborhood of Boston (the "Project Site").

DEVELOPMENT TEAM

The development team consists of:

Developer: Daniel Yu/Yu Investment Trust Owner/Managing Partner
Builder: Cranshaw Construction
Architect: Davis Square Architect Inc.
Civil Engineering: HW Moore

DESCRIPTION AND PROGRAM

The Proposed Project calls for the renovation of an existing three (3) unit building and the creation of a thirteen (13) unit buildings with 19 off-street parking spaces. In total the development will consist of sixteen (16) units and 19 parking spaces. The building will include fourteen (14) two-bedroom and two (2) three-bedroom rental units.

On February 9, 2010 the City of Boston's Zoning Board of Appeal approved all the variances in connection with this proposed project. The projects unit count has triggered the Inclusionary Development Policy, therefore the developer will fulfill the IDP needs associated with this project.

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated September 27, 2007 ("IDP"). After the completion of a feasibility analysis by BRA staff, in lieu of the creation of on-site IDP Units, the developer has agreed to make an IDP contribution to the IDP Special Revenue Fund ("IDP Fund") managed by the Department of Neighborhood Development ("DND"). The IDP requires that this payment be based on 15% of the total number of units within the development, multiplied by \$200,000. In this case, based on the 13 new units, the contribution is for two units, for a total payment of \$400,000. The IDP Contribution shall be made in seven equal annual installments of \$57,142.86, made to the City's Treasury Department (the "Treasury"), with the first payment required within 30 days after the issuance of the initial Building Permit by the City's Inspectional Services Department ("ISD").

This contribution satisfies fully the IDP requirements pursuant to the December 10, 2015 IDP. An Affordable Housing Contribution Agreement ("AHCA") must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project.

RECOMMENDATION

BRA staff recommends that the Board authorize the Director to: (1) enter into an Affordable Housing Contribution Agreement and Restriction Agreement for 1954 Commonwealth Avenue, Brighton, in connection with IDP Fund contribution and any all 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 enter into an Affordable Housing Contribution Agreement and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.