



Planning Department

**CITY of BOSTON**

MEMORANDUM

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

FROM: Joanne Marques  
Planning Department

DATE: February 18, 2026

RE: Planning Department Recommendations

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

Also included:

154 Terrace ST Mission Hill 02120

344 to 350 Washington ST Brighton 02135

255 Allandale ST Jamaica Plain 02130 & 257 Allandale ST Jamaica Plain 02130

11 to 11A Parker Hill AV Mission Hill 02120

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



<b>Case</b>	BOA1800207
<b>ZBA Submitted Date</b>	2025-11-21
<b>ZBA Hearing Date</b>	2026-02-12
<b>Address</b>	301 to 305 W Broadway South Boston 02127
<b>Parcel ID</b>	0600480000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR/LS
<b>Zoning Article</b>	68
<b>Project Description</b>	Change use to add an eyebrow beauty spa with microblading in vacant commercial space. All other existing occupancies remain the same. Work to be done at 247 D St, the building's secondary address.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient Forbidden Use (Body Art Establishment)

**Planning Context:**

The proposed project sits in an established mixed-use area along South Boston's West Broadway corridor. Its surroundings consist of a mix of one- to five-story structures, almost all housing active uses at the ground floor. These uses include a variety of restaurants, retail and service establishments, and professional offices. The project immediately abuts a stop for the MBTA's 9 bus, which connects Andrews Station (servicing the MBTA's red line) to the Broadway corridor.

The project site is currently occupied by a newly constructed mixed-use structure, with four stories of residential uses above two ground-floor storefront spaces. The proposed project seeks to fill the site's currently vacant storefront space with an eyebrow beauty spa. No additional work is proposed by the project. This project scope aligns with the stated purpose of the site's zoning, "to encourage medium-density multifamily areas with... ground floor retail and commercial uses" (Section 68-9, 2014). It is also supported by Imagine Boston 2030's core economic development goal of encouraging citywide job and small business growth (2018).

**Zoning Analysis:**



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

The project's insufficient off-street parking violation is triggered by the establishment's zero-parking condition. While in violation of the zoning (two spaces required, zero spaces existing), this parking condition is common to the area, with the vast majority of existing non-residential uses featuring site plans without off-street parking for business patrons. Fulfilling this zoning required for the proposed project would require the demolition of the existing structure on the site. Accordingly, this violation is deemed appropriate to the area.

Plans reviewed titled "Beauty & Brows - Eye Brow Beauty Spa with Microblading," prepared by Stefanov Architects on October 5, 2025.

**Recommendation:**

In reference to BOA1800207, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1788475
<b>ZBA Submitted Date</b>	2025-10-14
<b>ZBA Hearing Date</b>	2026-02-12
<b>Address</b>	2 Pacific ST South Boston 02127
<b>Parcel ID</b>	0701012000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR
<b>Zoning Article</b>	68
<b>Project Description</b>	Construct roof deck on existing single-unit residence.
<b>Relief Type</b>	Conditional Use
<b>Violations</b>	Roof Structure Restrictions

**Planning Context:**

The proposed project sits in an established residential area within South Boston's Telegraph Hill neighborhood. Its surrounding context consists of a mix of two- to three-story residential structures, with a range of single- to multi-unit residential uses.

The proposed project, currently occupied by an existing three-story attached rowhouse, seeks to erect a roof deck on the structure's flat roof. Roof decks are contextual to the site and commonly found in the surrounding area, including on almost every structure currently abutting the project (seven of the project's eight abutting properties feature existing roof decks). The roof decks proposed setbacks (over five feet from the roof's edge) and access hatch (as opposed to a headhouse), minimize its visual impacts on the public realm and match the area's predominant existing roof deck condition.

**Zoning Analysis:**

The project's roof structure restrictions violation is incorrectly cited upon the project's refusal letter. According to Section 68-29, roof decks are allowed on residential structures in the neighborhood, so long as they: (1) are erected on a flat roof; (2) do not extend higher than one foot above the roof's highest point; (3) are accessed by a hatch no more than thirty inches in height above the deck; (4) are setback at least two feet from each street-facing roof edge; and (5) do not exceed the area's maximum allowed building height. The proposed roof deck meets





each of these criteria. Accordingly, the proposed project should not require a conditional use permit, as would otherwise be required if deemed in violation of those parameters.

Plans reviewed titled, "2 Pacific Street, South Boston, MA 02127," prepared by Context Architecture on April 14, 2025.

**Recommendation:**

In reference to BOA1788475, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1696173
<b>ZBA Submitted Date</b>	2025-03-04
<b>ZBA Hearing Date</b>	2026-02-12
<b>Address</b>	4843 Washington ST West Roxbury 02132
<b>Parcel ID</b>	2002790000
<b>Zoning District &amp; Subdistrict</b>	West Roxbury Neighborhood 2F-6000
<b>Zoning Article</b>	56
<b>Project Description</b>	The proponent will demolish and rebuild an existing dormer.
<b>Relief Type</b>	Variance
<b>Violations</b>	Side Yard Insufficient

#### **Planning Context:**

4843 Washington St is located in a residential area of West Roxbury, with most homes being one- and two-unit dwellings in the immediate vicinity.

4843 Washington St is a three-unit, 2.5-story building located in a residential area of West Roxbury. Existing floor plans show a storage basement; a first floor unit; a second floor unit; and a third unit on the half story dormer level. The proponent seeks to demolish an existing dormer and replace it with a new dormer that matches the shingle, gutter, siding, and footprint of the existing dormer. Internally, there will be a kitchen renovation but there are no external changes otherwise.

Lots in this area are varied in size. The lot at 4843 Washington St has compact side yards, a shared characteristic with many other lots in the area. The homes along this street exhibit diverse typologies, ranging from flat roofs to sloped roof homes in addition to homes with dormer roofs. The proposed modifications are not expected to alter the established character of the home or neighborhood, nor expected to negatively impact the surrounding community.

#### **Zoning Analysis:**

This proposal has triggered one zoning violation: side yard insufficient.

The existing side yard is 6'10" on one side and 4'10" feet on the other, whereas 10 feet on both sides is required. However, this is an existing nonconformity as the proposed addition neither



expands the home's footprint nor expands into additional side yard space. Relief is recommended.

Plans reviewed are titled "4843 Washington St West Roxbury, Ma 02132" by Struga Construction and dated July 26, 2023.

**Recommendation:**

In reference to BOA1696173, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1710868
<b>ZBA Submitted Date</b>	2025-04-18
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	110 to 114 Business ST Hyde Park 02136
<b>Parcel ID</b>	1811886000
<b>Zoning District &amp; Subdistrict</b>	Hyde Park Neighborhood LI-2
<b>Zoning Article</b>	69
<b>Project Description</b>	Change in use from office to cannabis delivery establishment, no exterior work to be completed
<b>Relief Type</b>	Conditional Use, Forbidden Use
<b>Violations</b>	Use: Conditional (Cannabis Establishment); Location of Use: Forbidden (Cannabis Establishment)

#### **Planning Context:**

The proposed project is a change in use from an existing office/administrative building to a cannabis use in the Hyde Park Neighborhood. The property abuts an open space with active sports fields used by the nearby Boston Renaissance Charter School and other youth sports programming, and is just under 430 feet from the nearest school (Boston Renaissance Charter School). However, Mother Brook forms a natural boundary between the proposed location and the field, and the proposed location is further separated from the school by the MBTA Commuter Rail tracks. Furthermore, the proposed project is a delivery-only cannabis establishment, meaning there will be no on-site retail.

#### **Zoning Analysis:**

The proposed project creates two zoning violations, one for a conditional use for a Cannabis Establishment and the other for the location of such use. While the shortest perpendicular distance between the parcel lines from the proposed location to the nearest school is less than five hundred feet, the minimum distance is exceeded if measured from front entrance to front entrance. Additionally, the state regulations establishing the Cannabis Buffer Zone, while not adopted in Boston, can provide further context. Per the state regulations, there is an impassible barrier -a highway, public or private way or path, inaccessible structure, body of water, or other obstruction that renders any part of the 500-foot straight-line distance between a Marijuana



Establishment Entrance and a School Entrance inaccessible by a pedestrian or automobile-between the proposed use and the closest school.

On January 28, 2026 the Boston Cannabis Board granted a license to the operator pending a buffer zone variance.

**Recommendation:**

In reference to BOA1710868, The Planning Department recommends APPROVAL.

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Reviewed,

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Deputy Director of Zoning



<b>Case</b>	BOA1783270
<b>ZBA Submitted Date</b>	2025-09-26
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	7 Mountain AV Dorchester 02124
<b>Parcel ID</b>	1403549000
<b>Zoning District &amp; Subdistrict</b>	Greater Mattapan Neighborhood 3F-5000
<b>Zoning Article</b>	60
<b>Project Description</b>	Construct new three-story, three-unit dwelling with driveway and rear parking on an existing vacant lot
<b>Relief Type</b>	Variance
<b>Violations</b>	Rear Yard Insufficient Front Yard Insufficient Side Yard Insufficient

#### **Planning Context:**

7 Mountain Avenue is located in a residential community comprised of mostly 2-unit and 3-unit housing with small yards. The site is 0.3 miles from Blue Hill Avenue, a major retail and transit corridor. The proposed project is new construction of a three-story, three unit building with two off-street parking spaces in the rear yard. The traditional triple decker style building is commonly found in this area. Also, vacant lots in these areas are commonly developed into triple deckers with small yards all around or with one small side yard and a driveway leading to rear parking. The proposed project is 0.5, or a 10-minute walk, to Morton Street MBTA Commuter Rail Station. Many plans and city initiatives encourage infill development of housing, especially near rail stations, including Housing a Changing City, Go Boston 2030, Imagine Boston 2030, and the Fairmount/Indigo Planning Initiative. The proposed project's choice of site, location, and design are suitable for the area.

#### **Zoning Analysis:**

The proposed design was flagged for violating rear, side, and front yard minimum setback requirements. The required minimum rear yard is 30 feet, and the proposed rear yard is 30 feet. Therefore, the proposed rear yard appears to be compliant with the zoning code. The required minimum side yard is 10 feet, and the proposed side yards are 3 feet on one side and 10 feet on the other side to accommodate a driveway. It is common for buildings on this street to have one



small side yard about 3-6 feet wide and a larger side yard (about 10 feet wide) for a driveway. The required minimum front yard depth is 15 feet, and the proposed front yard is 10 feet deep.

The violations are recommended for relief on the basis that the proposed yard dimensions are contextual and allow for adequate light and air around the building. However, the design is recommended for review to assess feasibility of adding more permeable land area on the site.

Plans reviewed are titled "MULTI FAMILY - NEW CONSTRUCTION", and are prepared by M&T Construction + Design, and dated 8/24/2025.

**Recommendation:**

In reference to BOA1783270, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review of the parking layout with a goal to increase the amount of green space in the rear.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1798548
<b>ZBA Submitted Date</b>	2025-11-15
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	101 School ST Roxbury 02119
<b>Parcel ID</b>	1101303000
<b>Zoning District &amp; Subdistrict</b>	Jamaica Plain Neighborhood 2F-4000
<b>Zoning Article</b>	55
<b>Project Description</b>	The existing two-unit dwelling includes a basement level that is currently non-habitable. The proposed project converts this lower level into residential space serving Unit 1.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	FAR Excessive Extension of Non Conforming Use

**Planning Context:**

Lots in the immediate vicinity are typically characterized by narrow widths and deep rear yards, establishing a consistent development pattern along the block. The subject lot is atypical in that a single lot accommodates two detached principal residential structures. Each structure is divided into two halves, with vertically stacked dwelling units within each half, resulting in a total of eight dwelling units across the site.

Buildings along School Street generally rise to three stories and are characterized by infilled openings and modernized lower-level window wells. However, the extent to which basement levels are currently used or occupied for living space is unknown. The conversion introduces a family living room, three bedrooms, and one bathroom, thereby extending the ground-floor dwelling unit into the basement level while providing habitable ceiling height. Additional work includes the installation of three window wells, one serving each bedroom, intended to provide required egress, ventilation and natural light. The site lies outside a designated flood hazard area.

The proposed project does not trigger review under Ordinance 7-4.11 (the “100-foot rule”) because while it is located within 100 feet of the Egleston Square Peace Garden, the exterior work is limited to the installation of window wells and does not face the garden.





**Zoning Analysis:**

While the proposed project exceeds the allowable Floor Area Ratio (FAR) under Article 55, Section 9, the existing structure already exceeds the permitted maximum, with an FAR of 1.1 where 0.6 is allowed. The project would increase the FAR to 1.42.

Because the structure does not conform to the zoning code's dimensional requirements, the addition of further floor area is reviewed as a reconstruction, structural change, or extension under Article 9, Section 1, and requires approval by the Board of Appeal.

The proposal maintains the existing residential use by extending living space into the basement for Unit 1, providing habitable ceiling height. Exterior work is limited to the installation of window wells to meet requirements for natural light, ventilation, and egress. The project does not alter the building's height, massing, or footprint. The prevailing built form in the surrounding neighborhood provides context for the proposed work, and the site is located outside a designated flood hazard area.

Plans consulted are titled "101 School St, Roxbury 02119 – Floor Plans Proposed," prepared by Timothy Burke Architecture and dated May 13, 2025.

**Recommendation:**

In reference to BOA1798548, the Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1798549
<b>ZBA Submitted Date</b>	2025-11-15
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	103 School ST Roxbury 02119
<b>Parcel ID</b>	1101303000
<b>Zoning District &amp; Subdistrict</b>	Jamaica Plain Neighborhood 2F-4000
<b>Zoning Article</b>	55
<b>Project Description</b>	The existing two-unit dwelling includes a basement level that is currently non-habitable. The proposed project converts this lower level into residential space serving Unit 1.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	FAR Excessive Extension of Non Conforming Use

### Planning Context:

Lots in the immediate vicinity are typically characterized by narrow widths and deep rear yards, establishing a consistent development pattern along the block. The subject lot is atypical in that a single lot accommodates two detached principal residential structures. Each structure is divided into two halves, with vertically stacked dwelling units within each half, resulting in a total of eight dwelling units across the site.

Buildings along School Street generally rise to three stories and are characterized by infilled openings and modernized lower-level window wells. However, the extent to which basement levels are currently used or occupied for living space is unknown. The conversion introduces a family living room, three bedrooms, and one bathroom, thereby extending the ground-floor dwelling unit into the basement level while providing habitable ceiling height. Additional work includes the installation of three window wells, one serving each bedroom, intended to provide required egress, ventilation and natural light. The site lies outside a designated flood hazard area.

While the proposed project is located within 100 feet of the Egleston Square Peace Garden, the exterior work is limited to the installation of window wells and does not face the garden so it does not trigger review.



**Zoning Analysis:**

While the proposed project exceeds the allowable Floor Area Ratio (FAR) under Article 55, Section 9, the existing structure already exceeds the permitted maximum, with an FAR of 1.1 where 0.6 is allowed. The project would increase the FAR to 1.42.

Because the structure does not conform to the zoning code's dimensional requirements, the addition of further floor area is reviewed as a reconstruction, structural change, or extension under Article 9, Section 1 and requires approval by the Board of Appeal.

The proposal maintains the existing residential use by extending living space into the basement for Unit 1, providing habitable ceiling height. Exterior work is limited to the installation of window wells to meet requirements for natural light, ventilation, and egress. The project does not alter the building's height, massing, or footprint. The prevailing built form in the surrounding neighborhood provides context for the proposed work, and the site is located outside a designated flood hazard area.

Plans consulted are titled "101-103 School St, Roxbury 02119 – Floor Plans Proposed," prepared by Timothy Burke Architecture and dated May 13, 2025.

**Recommendation:**

In reference to BOA1798549, the Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1798550
<b>ZBA Submitted Date</b>	2025-11-15
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	107 School ST Roxbury 02119
<b>Parcel ID</b>	1101303000
<b>Zoning District &amp; Subdistrict</b>	2F-4000 1101303000
<b>Zoning Article</b>	55
<b>Project Description</b>	The existing two-unit dwelling includes a basement level that is currently non-habitable. The proposed project converts this lower level into residential space serving Unit 1.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	FAR Excessive Extension of Non Conforming Use

**Planning Context:**

Lots in the immediate vicinity are typically characterized by narrow widths and deep rear yards, establishing a consistent development pattern along the block. The subject lot is atypical in that a single lot accommodates two detached principal residential structures. Each structure is divided into two halves, with vertically stacked dwelling units within each half, resulting in a total of eight dwelling units across the site.

Buildings along School Street generally rise to three stories and are characterized by infilled openings and modernized lower-level window wells. However, the extent to which basement levels are currently used or occupied for living space is unknown. The conversion introduces a family living room, two bedrooms, and one bathroom, thereby extending the ground-floor dwelling unit into the basement level while providing habitable ceiling height. Additional work includes the installation of three window wells, one serving each bedroom, intended to provide required egress, ventilation and natural light. The site lies outside a designated flood hazard area.

**Zoning Analysis:**



While the proposed project exceeds the allowable Floor Area Ratio (FAR) under Article 55, Section 9, the existing structure already exceeds the permitted maximum, with an FAR of 1 where 0.6 is allowed. The project would increase the FAR to 1.4.

Because the structure does not conform to the zoning code's dimensional requirements, the addition of further floor area is reviewed as a reconstruction, structural change, or extension under Article 9, Section 1 and requires approval by the Board of Appeal.

The proposal maintains the existing residential use by extending living space into the basement for Unit 1, providing habitable ceiling height. Exterior work is limited to the installation of window wells to provide required natural light, ventilation, and egress. The project does not alter the building's height, massing, or footprint. The prevailing built form in the surrounding neighborhood provides context for the proposed work, and the site lies outside a designated flood hazard area.

Plans consulted are titled "107 School St, Roxbury 02119 – Floor Plans," prepared by Timothy Burke Architecture and dated May 13, 2025.

**Recommendation:**

In reference to BOA1798550, the Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1811355
<b>ZBA Submitted Date</b>	2026-01-12
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	145 to 157 Saint Alphonsus ST Mission Hill 02120
<b>Parcel ID</b>	1000616000
<b>Zoning District &amp; Subdistrict</b>	Mission Hill Neighborhood Conservation Protection
<b>Zoning Article</b>	59
<b>Project Description</b>	The project proposes a subdivision to create a new lot for an existing 7-unit residential structure. It will also correct the unit count for the property from five to seven.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive Lot Area Insufficient Front Yard Insufficient Side Yard Insufficient Maximum Dwelling Units / Acre

#### **Planning Context:**

The proposed project will subdivide the existing lot for the Kevin W. Fitzgerald Park in Mission Hill and create a new lot for an existing, seven-unit residential structure. Additionally, the proposal will correct the unit count from five to seven units on the lot.

The existing structure is a set of five row homes that are two to three stories tall. They are located on Saint Alphonsus Street in Mission Hill, which is a primarily residential street near the Kevin W. Fitzgerald Park and Tremont Street to the north. The survey for the project shows that the residential structure previously existed on the Fitzgerald Park lot under a lease agreement. The proposed subdivision will create a new lot line at the base of a ledge which separates the residential structure from the park above it.

The overall bulk of the residential structure is smaller than surrounding properties with a deep front yard and mature trees between the structure and the street. This means the structure blends into the heavily wooded ledge behind it, somewhat reducing its presence on the street.

#### **Zoning Analysis:**



The newly created lot ("Lot 2" on the subdivision plan) is located in a Conservation Protection subdistrict within the Mission Hill Neighborhood Zoning District. The existing lot ("Lot 1" on the subdivision plan) is in the same subdistrict.

The subdivision generated two new dimensional violations including: minimum lot size and floor area ratio (FAR) excessive. These new violations are because the residential structure was previously located on the larger, Fitzgerald Park lot. The minimum lot size in this subdistrict is 1 acre, and the proposed lot is 0.34 acres. The maximum FAR is 0.3 and the proposed FAR is 0.45. Both the proposed lot size and FAR are consistent with the surrounding area which suggests that this new lot could be rezoned to be subject to zoning that is more contextual to the existing neighborhood.

The project also has three existing violations including excessive dwelling units per acre, insufficient front yard, and insufficient side yard. The refusal letter listed a violation for insufficient rear yard, likely due to the irregular shape of the lot. However, the proposed rear yard is greater than 50 feet from the existing structure. This is also a moot point because the requirement for side and rear yards in this district are the same. The maximum dwelling units per acre for lots smaller than 15 acres is 4 units per acre in this subdistrict. This non-conformity is worsened because the lot size is getting smaller. The project also violates the 50-foot front and side yard requirements for the district. The existing front yard is 20.6 feet, and the existing side yard is 11.1 feet. No changes are proposed to the front or side yard. Plans Reviewed "Subdivision Plan 145-157 St. Alphonsus Street" prepared by DeCelle-Burke-Sala Assoc., Inc." dated 7/31/2025.

**Recommendation:**

In reference to BOA1811355, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



<b>Case</b>	BOA1764751
<b>ZBA Submitted Date</b>	2025-08-18
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	33 Shirley ST Roxbury 02119
<b>Parcel ID</b>	0800236000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	<p>The proposed project seeks to formalize the use of the site from Three-Family Residential to Cultural use. The existing structure contains museum functions on the first, second, and third floors, with personal quarters (dwelling unit) and non-public accessory office space located in the basement.</p> <p>At the basement level, the scope of work is limited to adapting an existing conference room to accommodate shared meeting and office functions, together with recognition of existing occupancy separation walls that reaffirm the residential quarters.</p>
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	Conditional Use Parking or Loading Insufficient

**Planning Context:**

The site is occupied by a three-story dwelling structure operated by the Shirley Eustis House Association. The property is atypical in that it abuts several lots to the southwest along Shirley Street that are under common ownership and function as an extension of the activities occurring on the site, providing access to open garden space.

Lots in the immediate vicinity are generally narrow and elongated. The prevailing built form along Shirley Street consists of a single dwelling structure per lot, commonly rising to three stories in height. These structures occupy a significant portion of their lots, with limited side-yard separation and modest rear-yard space, establishing a moderate rhythm along the fronting streetscape.





Along Shirley Street at its intersection with Dudley Street, the area includes institutional uses, notably the Ralph Waldo Emerson Elementary School and the Dudley Street Neighborhood Charter School, within an otherwise residential setting.

**Zoning Analysis:**

While the proposed project triggers review under Article 50, Section 28, which classifies cultural uses as forbidden within the Roxbury Neighborhood District residential subdistricts, it constitutes the continuation of an existing use and interior configuration under the stewardship of the Shirley Eustis House Association.

The proposed project triggers review under Article 50, Section 43, which establishes off-street parking requirements pursuant to Table H. Because cultural uses are not specifically identified in the table, the proposed use is most appropriately classified within the closest comparable category, Public Assembly.

Where no fixed seating is provided, the applicable requirement is four spaces per 1,000 square feet of public floor area. The plans do not contain sufficient information to determine that area; accordingly, the precise requirement cannot be calculated at this time. Further, the proposed project does not expand or intensify the use, and no new parking supply is proposed. The site is located in a transit-served area with access to nearby public transportation options and is located in an existing building built prior to requirements for parking.

**Recommendation:**

In reference to BOA1764751, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1809760
<b>ZBA Submitted Date</b>	2026-01-06
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	98 Winthrop ST Roxbury 02119
<b>Parcel ID</b>	0802817000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	This project proposes to renovate the existing, unfinished attic area at 98 Winthrop Street to increase the number of units from six to seven. A rear roof alteration is proposed to extend the existing staircase to the attic units. This request is in tandem with ZBA cases for the adjoining property at 96 Winthrop Street and the adjacent building at 100 and 102 Winthrop Street.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (ft) Height Excessive (stories) Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

**Planning Context:**

98 Winthrop Street is located in a mixed-density, residential block of the Roxbury Neighborhood. There is a bus stop at the end of Winthrop Street, with two additional bus routes accessible from Dudley Square, a 0.2 mile walk from the subject property. Howes Playground, a City park, is approximately 60 feet to the west, across Winthrop, of the subject property.

The existing, three-story building, located on a single parcel, has two street addresses (96 and 98 Winthrop Street). 98 Winthrop Street currently contains six dwelling units. This project proposes to add one unit by remodeling the unfinished attic, increasing the unit count to seven. The other half of the building (96 Winthrop Street) currently contains six dwelling units and is proposing to add two units under a separate ZBA case number. Together, these projects will result in a total of 15 units on the subject parcel.



The street is currently developed with a mix of residential density from single-family to nine-unit buildings. This project which preserves the existing facade will maintain the neighborhood character and the feel of the existing density while achieving a City-wide goal of increasing the housing supply.

While the lot is within 100 feet of Howes Playground, a City Park, the work will be occurring outside the 100-foot radius subject to design review.

**Zoning Analysis:**

The subject property was cited for violations to Article 50 of the zoning code.

Art. 50, Sec. 28: In the Three-Family Roxbury Neighborhood Subdistrict, Multifamily dwelling is a forbidden use. This is an existing nonconformity of the property. Article 9: Nonconforming Uses dictates that the Board of Appeal may grant permission for extension of said use, provided that the use extension does not exceed a twenty-five percent increase in either volume or area. The renovation of the existing, unfinished attic will not significantly change the existing multifamily use and is therefore appropriate for a variance.

Art. 50, Sec 29: The proposed project violates a number of dimensional regulations including minimum Additional Lot Area, maximum Floor Area Ratio, maximum Building Height, minimum Usable Open Space, and minimum Yard requirements. Of these citations, all are existing violations. The proposed attic renovation will create one new unit at 98 Winthrop Street and two new units at 98 Winthrop Street, but proposes no change to the interior gross floor area of the multifamily use itself and no change to the existing building height. Additional Lot Area, Floor Area Ratio, and Usable Open Space dimensional regulation violations will be slightly worsened by the proposed unit-count increase; however, this small-scale renovation is in close proximity to off-site, public open space and is therefore appropriate for a variance.

Art. 50, Sec. 43: One parking space is required per dwelling unit. Today, the parcel has six off-street parking spaces serving 12 units. The proposed remodel will bring the total number of units on the parcel to 15. Additional parking cannot be accommodated on the parcel without demolishing a portion of the existing structure. While this is a violation of the present regulation, the Planning Department recognizes that the parking requirements associated with the use are excessive and inconsistent with City-wide transportation goals and recommends approval of a variance to this criterion.

Plans reviewed are titled "98 Winthrop Street," prepared by Context, and dated April 2025.



**Recommendation:**

In reference to BOA1808916, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1808916
<b>ZBA Submitted Date</b>	2025-12-30
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	96 Winthrop ST Roxbury 02119
<b>Parcel ID</b>	0802817000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	This project proposes to renovate the existing, unfinished attic area at 96 Winthrop Street to increase the legal use and occupancy from seven to eight dwelling units. A rear roof alteration is proposed to extend the existing staircase to the attic units. This request is in tandem with ZBA cases for the adjoining property at 98 Winthrop Street and the adjacent building at 100 and 102 Winthrop Street.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (ft) Height Excessive (stories) Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

**Planning Context:**

96 Winthrop Street is located in a mixed-density, residential block of the Roxbury Neighborhood. There is a bus stop at the end of Winthrop Street, with two additional bus routes accessible from Dudley Square, a 0.2 mile walk from the subject property. Howes Playground, a City park, is approximately 60 feet to the west, across Winthrop, of the subject property.

The existing, three-story building, located on a single parcel, has two street addresses (96 and 98 Winthrop Street). 96 Winthrop Street currently contains six dwelling units but has a pre-existing, legal unit occupancy limit of seven. This project proposes to add two units by remodeling the unfinished attic, increasing the unit count to eight. The other half of the building (98 Winthrop Street) currently contains six dwelling units and is proposing to add one unit under



a separate ZBA case number. Together, these projects will result in a total of 15 units on the subject parcel.

The street is currently developed with a mix of residential density from single-family to nine-unit buildings. This project which preserves the existing facade will maintain the neighborhood character and the feel of the existing density while achieving a City-wide goal of increasing the housing supply.

While the lot is within 100 feet of Howes Playground, a City Park, the work will be occurring outside the 100-foot radius subject to design review.

### **Zoning Analysis:**

Art. 50, Sec. 28: In the Three-Family Roxbury Neighborhood Subdistrict, Multifamily dwelling is a forbidden use. 96 Winthrop Street currently contains six dwelling units with a legal occupancy limit of seven units, in place since at least 1949. Article 9: Nonconforming Uses dictates that the Board of Appeal may grant permission for extension of said use, provided that the use extension does not exceed a twenty-five percent increase in either volume or area. The renovation of the existing, unfinished attic will not significantly change the existing multifamily use and is therefore appropriate for a variance.

Art. 50, Sec 29: The proposed project violates a number of dimensional regulations including minimum Additional Lot Area, maximum Floor Area Ratio, maximum Building Height, minimum Usable Open Space, and minimum Yard requirements. Of these citations, all are existing violations. The proposed attic renovation will create two new units at 96 Winthrop Street and one new unit at 98 Winthrop Street, but proposes no change to the interior gross floor area of the multifamily use itself and no change to the existing building height. Additional Lot Area, Floor Area Ratio, and Usable Open Space dimensional regulation violations will be slightly worsened by the proposed unit-count increase; however, this small-scale renovation is in close proximity to off-site, public open space and is therefore appropriate for a variance.

Art. 50, Sec. 43: One parking space is required per dwelling unit. Today, the parcel has six off-street parking spaces serving 12 units. The proposed remodel will bring the total number of units on the parcel to 15. Additional parking cannot be accommodated on the parcel without demolishing a portion of the existing structure. While this is a violation of the present regulation, the Planning Department recognizes that the parking requirements associated with the use are excessive and inconsistent with City-wide transportation goals and recommends approval of a variance to this criterion.

BOA1808916

2026-02-24

2 Planning Department



Plans reviewed are titled "96 Winthrop Street," prepared by Context, and dated April 2025.

**Recommendation:**

In reference to BOA1808916, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1808911
<b>ZBA Submitted Date</b>	2025-12-30
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	100 Winthrop ST Roxbury 02119
<b>Parcel ID</b>	0802816000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	This project proposes to renovate the existing, unfinished attic area at 100 Winthrop Street to increase the legal use and occupancy from four to five dwelling units. A rear roof alteration is proposed to extend the existing staircase to the attic units. This request is in tandem with ZBA cases for the adjoining property at 102 Winthrop Street and the adjacent building at 96 and 98 Winthrop Street.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (ft) Height Excessive (stories) Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

**Planning Context:**

100 Winthrop Street is located in a mixed-density, residential block of the Roxbury Neighborhood. There is a bus stop at the end of Winthrop Street, with two additional bus routes accessible from Dudley Square, a 0.2 mile walk from the subject property. Howes Playground, a City park, is approximately 130 feet to the west, across Winthrop, of the subject property. The existing, three-story building, located on a single parcel, has two street addresses (100 and 102 Winthrop Street). 100 Winthrop Street currently contains three dwelling units but has a pre-existing, legal unit occupancy limit of four. This project proposes to add two units by remodeling the unfinished attic, increasing the unit count to five. The other half of the building (102 Winthrop Street) currently contains six dwelling units and is proposing to add one unit under a separate ZBA case number. Together, these projects will result in a total of 12 units on the subject parcel.





The street is currently developed with a mix of residential density from single-family to nine-unit buildings. This project which preserves the existing facade will maintain the neighborhood character and the feel of the existing density while achieving a City-wide goal of increasing the housing supply.

### **Zoning Analysis:**

The subject property was cited for violations to Article 50 of the zoning code.

Art. 50, Sec. 28: In the Three-Family Roxbury Neighborhood Subdistrict, Multifamily dwelling is a forbidden use. 100 Winthrop Street currently contains three dwelling units with a legal occupancy limit of four units, in place since at least 1951. Article 9: Nonconforming Uses dictates that the Board of Appeal may grant permission for extension of said use, provided that the use extension does not exceed a twenty-five percent increase in either volume or area. The renovation of the existing, unfinished attic will not significantly change the existing multifamily use and is therefore appropriate for a variance.

Art. 50, Sec 29: The proposed project violates a number of dimensional regulations including minimum Additional Lot Area, maximum Floor Area Ratio, maximum Building Height, minimum Usable Open Space, and minimum Yard requirements. Of these citations, all are existing violations. The proposed attic renovation will create two new units at 100 Winthrop Street and one new unit at 102 Winthrop Street, but proposes no change to the interior gross floor area of the multifamily use itself and no change to the existing building height. Additional Lot Area, Floor Area Ratio, and Usable Open Space dimensional regulation violations will be slightly worsened by the proposed unit-count increase; however, this small-scale renovation is in close proximity to off-site, public open space and is therefore appropriate for a variance.

Art. 50, Sec. 43: One parking space is required per dwelling unit. Today, the parcel has six off-street parking spaces serving nine units. The proposed remodel will bring the total number of units on the parcel to 12. Additional parking cannot be accommodated on the parcel without demolishing a portion of the existing structure. While this is a violation of the present regulation, the Planning Department recognizes that the parking requirements associated with the use are excessive and inconsistent with City-wide transportation goals and recommends approval of a variance to this criterion.

Plans reviewed are titled "100 Winthrop Street," prepared by Context, and dated April 2025.



**Recommendation:**

In reference to BOA1808911, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1809764
<b>ZBA Submitted Date</b>	2026-01-06
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	102 Winthrop ST Roxbury 02119
<b>Parcel ID</b>	0802816000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	This project proposes to renovate the existing, unfinished attic area at 102 Winthrop Street to increase the legal use and occupancy from six to seven dwelling units. A rear roof alteration is proposed to extend the existing staircase to the attic units. This request is in tandem with ZBA cases for the adjoining property at 100 Winthrop Street and the adjacent building at 96 and 98 Winthrop Street.
<b>Relief Type</b>	Variance, Forbidden Use
<b>Violations</b>	Parking or Loading Insufficient Lot Area Insufficient FAR Excessive Height Excessive (ft) Height Excessive (stories) Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient Forbidden Use

**Planning Context:**

102 Winthrop Street is located in a mixed-density, residential block of the Roxbury Neighborhood. There is a bus stop at the end of Winthrop Street, with two additional bus routes accessible from Dudley Square, a 0.2 mile walk from the subject property. Howes Playground, a City park, is approximately 130 feet to the west, across Winthrop, of the subject property. The existing, three-story building, located on a single parcel, has two street addresses (100 and 102 Winthrop Street). 102 Winthrop Street currently contains six dwelling units. This project proposes to add one unit by remodeling the unfinished attic, increasing the unit count to seven. The other half of the building (100 Winthrop Street) currently contains three dwelling units and is proposing to add two units under a separate ZBA case number. Together, these projects will result in a total of 12 units on the subject parcel.



The street is currently developed with a mix of residential density from single-family to nine-unit buildings. This project which preserves the existing facade will maintain the neighborhood character and the feel of the existing density while achieving a City-wide goal of increasing the housing supply.

### **Zoning Analysis:**

The subject property was cited for violations to Article 50 of the zoning code.

Art. 50, Sec. 28: In the Three-Family Roxbury Neighborhood Subdistrict, Multifamily dwelling is a forbidden use. This is an existing nonconformity of the property. Article 9: Nonconforming Uses dictates that the Board of Appeal may grant permission for extension of said use, provided that the use extension does not exceed a twenty-five percent increase in either volume or area. The renovation of the existing, unfinished attic will not significantly change the existing multifamily use and is therefore appropriate for a variance.

Art. 50, Sec 29: The proposed project violates a number of dimensional regulations including minimum Additional Lot Area, maximum Floor Area Ratio, maximum Building Height, minimum Usable Open Space, and minimum Yard requirements. Of these citations, all are existing violations. The proposed attic renovation will create one new unit at 102 Winthrop Street and two new units at 100 Winthrop Street, but proposes no change to the interior gross floor area of the multifamily use itself and no change to the existing building height. Additional Lot Area, Floor Area Ratio, and Usable Open Space dimensional regulation violations will be slightly worsened by the proposed unit-count increase; however, this small-scale renovation is in close proximity to off-site, public open space and is therefore appropriate for a variance.

Art. 50, Sec. 43: One parking space is required per dwelling unit. Today, the parcel has six off-street parking spaces serving nine units. The proposed remodel will bring the total number of units on the parcel to 12. Additional parking cannot be accommodated on the parcel without demolishing a portion of the existing structure. While this is a violation of the present regulation, the Planning Department recognizes that the parking requirements associated with the use are excessive and inconsistent with City-wide transportation goals and recommends approval of a variance to this criterion.

Plans reviewed are titled "102 Winthrop Street," prepared by Context, and dated April 2025.

### **Recommendation:**

BOA1809764  
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In reference to BOA1809764, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1784126
<b>ZBA Submitted Date</b>	2025-09-30
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	634 Dorchester AV South Boston 02127
<b>Parcel ID</b>	0702839000
<b>Zoning District &amp; Subdistrict</b>	South Boston L-1
<b>Zoning Article</b>	13
<b>Project Description</b>	Change the use of an existing building from from three units to four units by converting a full walkout basement into an additional unit. No other work is proposed for the existing three units.
<b>Relief Type</b>	Variance
<b>Violations</b>	Lot Area Insufficient Additional Lot Area Insufficient Lot Width Insufficient FAR Excessive Parking or Loading Insufficient

**Planning Context:**

The proposed project sits along the southern portion of South Boston's Dorchester Avenue corridor. Its surroundings consist predominantly of three-story structures, with a mix of residential (two-unit to multi-unit) and ground floor commercial uses. The site is transit accessible, with Andrews Station (servicing the MBTA's red line as well as its 9, 10, 16, 17, 18, 171, and CT3 bus routes) located two blocks away (~700 feet). Of note, the site is also located within the City's Coastal Flood Resilience Overlay District, with a basement story located below the sea level rise-design flood elevation (SLR-DFE). This signals significant potential flood risks to any ground floor uses occupying the space.

The project site is currently occupied by an existing three-story, three-unit residential structure. The proposed project seeks to renovate the structure's existing basement story to convert it from storage space into a new, independent dwelling unit. This represents a net increase of one unit to the structure, bringing the total number of units on the site to four. No significant exterior renovations are proposed as a part of the project. While this proposed scope does increase housing availability in the area - a planning goal of Housing a Changing City: Boston 2030 (2018) - it does with significant risk due to the site's vulnerability to coastal flooding. This is



especially true given that the structure's basement story (of where the entirety of the proposed unit will be located) sits below the SLR-DFE. Considering this vulnerability to coastal flooding (as evidenced by the site's location in the Coastal Flood Resilience Overlay District), the Planning Department strongly recommends denial.

### **Zoning Analysis:**

Each of the proposed project's violations represent existing nonconformities upon the site. Its insufficient lot area and lot width violations are existing conditions, not proposed to be altered. The project's insufficient off-street parking excessive floor area ratio (FAR) citations represent extensions of already nonconforming dimensions.

The project's existing site has a zero-parking condition that is proposed to remain. This is due to the project's small site (1,300 square feet) and high existing building lot coverage (~90%). Because of this, accommodating this zoning requirement would necessitate the complete clearing of the site. Given this reality, as well as the fact that this zero-parking conditional is shared with each of the project's proximal neighbors, the violation is deemed contextual to the surrounding area.

While the project does not propose an addition or bump out to the existing structure, it does increase its total gross floor area through the conversion of existing basement storage and utility space to living area. This worsens the structure's already noncompliant FAR dimension. Typically, the extension of living space into an existing basement space would be deemed appropriate for this type of structure. However, it's worth noting that the new living space / dwelling unit it results in sits significantly below the SLR-DFE. Because of the site's vulnerability to coastal flooding, this represents a dangerous condition for a future tenant of the space. Accordingly, it is the strong recommendation of the Planning Department that zoning relief not be granted to this project.

Plans titled, "634 Dorchester Ave.," prepared by Context Architects on June 23, 2025.

### **Recommendation:**

In reference to BOA1784126, The Planning Department recommends DENIAL.



Planning Department

**CITY of BOSTON**

Reviewed,

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

Deputy Director of Zoning





<b>Case</b>	BOA1642295
<b>ZBA Submitted Date</b>	2024-08-19
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	33R Princeton ST East Boston 02128
<b>Parcel ID</b>	0105975000
<b>Zoning District &amp; Subdistrict</b>	East Boston Neighborhood EBR-3
<b>Zoning Article</b>	53
<b>Project Description</b>	33R Princeton Street is an existing, non-conforming, studio dwelling unit constructed over a detached garage on the same lot as a 4-unit residential structure. The proponent is seeking zoning relief in order to bring the property into compliance with the Boston Zoning Code.
<b>Relief Type</b>	Variance
<b>Violations</b>	Rear Yard Insufficient Side Yard Insufficient Application of Dimensional Requirements

**Planning Context:**

33R Princeton is located in the Residential 3 subdistrict of East Boston in a developed residential block. Within a quarter mile walk from the property, one can access four different bus routes, a grocery store, drug store, and Central Square Park with Blue Bike docking. The site is located in a Restricted Roof District and Parking Freeze Zone which are not impacted by the requested variances.

This request is to legalize an existing, unpermitted dwelling unit, constructed and occupied at an uncertain date. The subject studio dwelling unit is located above the detached garage and is in violation of building configuration and dimensional standards. According to the proponent, the unit has been occupied by the same tenant for approximately 13 years, with three prior tenants since the unit's initial construction in 1992. The unit is not assessed as a dwelling unit by the City of Boston Assessing Department. In addition to legalizing the existing property



configuration, the proponent proposes constructing a new entrance to the unit, balcony, and stairway to provide a second means of egress to and from the studio unit.

This request is directly supported by one of the five key goals of PLAN: East Boston: to "expand access to housing options that are affordable, stable, and able to meet households' needs as they change over time." Furthermore, legalizing this property will aid in avoiding displacement of those who presently occupy the unit. As the City and East Boston's population grows, un-traditional units like this one are an important part of the neighborhood's housing stock, offering alternative style, location, and privacy. At the same time, the City has a vested interest in ensuring that work is appropriately permitted.

### **Zoning Analysis:**

This application was initially submitted in 2023 and cited by ISD in August 2024 for violations to Article 53, Sections 29 and 9 regarding building configuration and dimensional standards and Section 56 regarding minimum parking requirements under previous East Boston zoning regulations. The East Boston zoning code was updated in April 2024 in response to the passing of PLAN: East Boston. The plans are no longer in violation of parking requirements, as parking minimums have been removed from East Boston zoning. However, the plans are in violation of building configuration and dimensional standards of Sections 29 and 5, outlined below.

**Building Configuration:** Article 53, Section 29, No. 12 states that "A Dwelling shall not be built to the rear of another Dwelling," but "the Board of Appeal may grant permission for a variation...if it finds that open space for all occupants, and light and air for all rooms designed for human occupancy, will not be less than would be provided if the requirements of this Section 53-29.13 were met." The building configuration associated with this variance request is an existing condition of the site. Due to the building configuration on the lot, it was not possible then nor now to construct a second building/dwelling to the side of the primary building without demolishing a portion of the existing building. Therefore, the existing location of the rear dwelling maximizes light and air on the site.

**Dimensional Standards:** Article 53, Section 29, No. 13 states that "If on one Lot there are two or more Main Buildings or Dwellings, including temporary Dwellings, the yard requirements...shall apply at each actual Lot line and not as if each Building were on a separate Lot." Per Table F, referred to in Section 5, a minimum side yard of three feet and rear yard of 1/3 the lot depth are required. The existing garage structure is located within these required setbacks; however, the garage was permitted and constructed 1992, prior to existing dimensional standards. The

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proposed balcony and staircase will worsen this side yard encroachment, but these improvements are proposed to bring the dwelling unit into compliance with the Building Code, providing a second means of egress.

Plans reviewed are titled "The Residences at 33 Princeton Street" prepared by LUNA Design Group, and dated April of 2024.

**Recommendation:**

In reference to BOA1642295, The Planning Department recommends DENIAL: due to the fact that records are not able to prove how long the structure has been used as a dwelling unit, and the City's interest in not allowing unpermitted work.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1804155
<b>ZBA Submitted Date</b>	2025-12-05
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	35 Ainsworth ST Roslindale 02131
<b>Parcel ID</b>	2004627000
<b>Zoning District &amp; Subdistrict</b>	Roslindale Neighborhood 2F-5000
<b>Zoning Article</b>	67
<b>Project Description</b>	Add a dormer to an existing 2-unit home, in order to convert to a 3-unit home.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive Height Excessive (stories) Side Yard Insufficient Usable Open Space Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Forbidden Use

### Planning Context:

The proposed project would add dormers to the roof of an existing two-family residential building. This proposed space contains a new dwelling unit, and their overall unit count will increase from two units to three units. The proposed project is well in line with the neighborhood character and its immediate surroundings. These dormers will create an additional unit while maintaining the structure's existing floor plate.

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

### Zoning Analysis:

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



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

This project is an example of the “Convert your Attic” typology in the City’s ADU Guidebook (2025), which encourages increase in unit count through expansion of the living space through dormers and other small scale additions. While the ADU guidebook has not been adopted into zoning for the project area, it provides a citywide planning context that creates an appropriate fit for this project.

The zoning code requires a minimum side yard setback of 10 feet. This project proposes a west side yard of 4 feet. However, this is an existing non-conformity as the width of the building remains the same under the proposed changes. The dormers will not protrude beyond the currently existing building footprint.

The next violation is in regard to height in stories. The proposed dormers would convert this building from 2.5 stories to a full three-story building. The zoning code has a maximum height of 2.5 stories in this district. However, these proposed dormers do not increase the overall height of the building, as their peak is beneath the existing roofline. The proposed addition also falls under the maximum height in feet allowed, pointing to its appropriate fit in the district. The proposed height would be 32 feet, while the zoning code allows for 35 feet. In addition, side dormers of this style are incredibly common in this area, with many similarly sized structures having similar dormers, again reinforcing the fit within the neighborhood context.

The next violation is in regard to FAR. The proposed building would have an FAR of 0.52, while the zoning code allows for a maximum of 0.5. This reflects a disconnect between the zoning code and the built reality of the neighborhood. Almost none of the nearby properties have an FAR below this threshold. The smaller lot sizes present in the area mean that almost any usable building will sit above that threshold. The existing building at 35 Ainsworth has one of the smallest footprints in the immediate area, which emphasizes the undue burden that many developments face when trying to create a usable structure in this neighborhood. This highlights a potential need for zoning reform in the area.



The next violation regarding density is that the additional lot area per unit is insufficient. The zoning code requires 3,000 square feet per unit on the parcel. The proposed project provides three units on 6,000 square feet of land, or about 2,000 square feet per unit. This again reflects the disconnect between the zoning code and the built reality of the neighborhood. The lot sizes for the area make meeting this requirement prohibitive. The neighborhood character would change drastically if this were vigorously adhered to. The proposed project exists at a similar scale to nearby residences.

The next violation is in regard to open space. The zoning code calls for a minimum of 1,750 square feet of open space per dwelling unit. The existing building has 2,426 square feet for its two dwelling units. The proposed project would have 1,617 square feet of open space per its three units. While the open space per unit is decreasing, there will be no actual decrease in total open space because the floor plate is not changing. The proposed project will still maintain a viable and usable open space in the rear of the property for residents without decreasing the quality of that space.

The final violation is in regard to parking. The zoning code requires a parking ratio of 1.5 spaces per unit, or 4.5 spaces. The proposed project would have 2 parking spaces. However, this represents no change from the existing parking situation on the property. There will be no change in parking, only in unit count. While this is a violation, BTG parking guidelines have highlighted this as an area that contextually makes sense for a required parking ratio of 0 to 0.75. This project provides above that 0-space minimum; therefore, a variance is recommended.

The plans reviewed are titled "35 Ainsworth St" and were reviewed on 11/13/25 by ISD. They were prepared by I.S. Hernandez Services Inc.

**Recommendation:**

In reference to BOA1804155, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1782400
<b>ZBA Submitted Date</b>	2025-09-24
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	20 Cotton ST Roslindale 02131
<b>Parcel ID</b>	2005365000
<b>Zoning District &amp; Subdistrict</b>	Roslindale Neighborhood 2F-5000
<b>Zoning Article</b>	67
<b>Project Description</b>	The proponent proposes a single-story addition at the rear of the existing home.
<b>Relief Type</b>	Variance
<b>Violations</b>	Side Yard Insufficient Rear Yard Insufficient

#### **Planning Context:**

The subject property itself is a one-unit, 2.5-story building that shares a similar size and character with the surrounding homes on the street. The proponent is seeking to construct a 342-square-foot addition to the rear of the existing structure. This expansion is designed to accommodate a new bedroom and bathroom. Plans show that the exterior of the facade of the addition will match the existing home.

Because the proposed project aligns with the established density and architectural scale of the neighborhood, it is not expected to interrupt or negatively impact the visual appearance of the surrounding community. The addition preserves the existing character of the streetscape while updating the home for modern use.

#### **Zoning Analysis:**

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

The subject property's insufficient side yard is 22 feet on one side and 1 foot on another side, whereas the required side yard is 10' on both sides. However, this is an existing nonconformity as the proposed replacement of siding would not aggravate side yard violations. Because the proposal does not worsen this existing side yard nonconformity, relief is recommended.

Rear yard is cited as another violation. Currently, the rear yard is 44.75 feet and the proposed rear addition would put the rear yard dimension at 28 feet. The minimum required is 40 feet.



While the proposal does extend into the rear yard beyond what is currently compliant by 14 feet, the lot maintains ample depth to accommodate the additional living space, and there are nearby homes that exhibit more significant rear yard encroachments. Therefore, relief is recommended.

Plans reviewed are titled "Proposed Garage Additions for 20 Cotton Street" prepared by Boston Survey, Inc and dated July 20, 2025.

**Recommendation:**

In reference to BOA1782400, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning





<b>Case</b>	BOA1614957
<b>ZBA Submitted Date</b>	2024-06-13
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	378 to 380 Centre ST Jamaica Plain 02130
<b>Parcel ID</b>	1900195000
<b>Zoning District &amp; Subdistrict</b>	Jamaica Plain Neighborhood Local Convenience
<b>Zoning Article</b>	6
<b>Project Description</b>	Remove existing proviso limiting ground-floor uses to 65% restaurant with take-out/35% sit-down restaurant and replace with standard 75% restaurant with take-out/25% sit-down restaurant.
<b>Relief Type</b>	Conditional Use
<b>Violations</b>	Other Protectional Conditions

### Planning Context:

378-380 Centre Street is located within a Local Convenience (LC) Subdistrict of the Jamaica Plain Neighborhood Zoning District. LC Subdistricts are designed to provide essential goods and services to the immediate neighborhood and pedestrians. As a primary north-south road through Jamaica Plain, Centre Street serves as a central commercial corridor, supporting a diverse mix of uses including sit-down and take-out restaurants, convenience stores, pharmacies, and local retail.

The subject property is situated within a high-density cluster of restaurants, with nine other establishments located within a two-minute walking radius. While ground-floor take-out restaurants are technically categorized as a forbidden use in LC Subdistricts, all surrounding establishments currently operate with both dine-in and take-out uses. This prevailing neighborhood character provides significant context for the current ground-floor uses and operations and the proposed adjustment of these uses at 378-380 Centre Street.

### Zoning Analysis:

The Refusal Letter for 378-380 Centre Street cites a singular violation of Article 6-4, which governs Other Conditions Necessary as Protection for Conditional Uses. This article outlines the additional restrictions the Board of Appeals may attach to the allowance of a conditional use, such as limitations on size, occupancy, and methods of operation, to ensure neighborhood



compatibility. Currently, the business is restricted by a proviso from a previous owner that limits ground-floor operations to 65% take-out and 35% dine-in services.

The proponent now seeks to remove this specific proviso and adjust the distribution of ground floor uses to 75% take-out and 25% dine-in, a shift that better aligns with the standard accessory use patterns of restaurants seen in commercial districts across Jamaica Plain. This adjustment is highly appropriate as it responds to the desire for take-out services located along key corridors, such as Centre Street, without requiring any physical expansion or alteration to the building's massing. By maintaining the existing character of the structure while updating the operational ratio to match surrounding establishments, the proposal remains highly consistent with the intent of the LC Subdistrict, despite expanding a forbidden ground-floor use. Therefore, the Planning Department recommends approval for the removal of this existing proviso.

There are no plans attached to the refusal letter for Application #ALT1614907.

**Recommendation:**

In reference to BOA1614957, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1798286
<b>ZBA Submitted Date</b>	2025-11-14
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	659 Hyde Park AV Roslindale 02131
<b>Parcel ID</b>	1806747000
<b>Zoning District &amp; Subdistrict</b>	Roslindale Neighborhood 3F-4000
<b>Zoning Article</b>	67
<b>Project Description</b>	Legalize existing detached garage in rear of home.
<b>Relief Type</b>	Variance
<b>Violations</b>	Side Yard Insufficient

**Planning Context:**

659 Hyde Park Ave is situated in a residential area of Roslindale, characterized by a diverse housing typology ranging from single-unit to small multi-family dwellings. The area features a lower lot coverage pattern, with homes typically maintaining moderate front and side and generous rear yards. The subject property itself is a three-unit, 3-story building that shares a similar size and character with the surrounding homes on the street. The proponent is seeking to legalize an existing detached garage in the rear yard. This update does not impact the shape, quality, or appearance of the existing property.

**Zoning Analysis:**

This update has been cited for a side yard violation. The detached garage's insufficient side yard is 23.2 feet on one side and 4 feet on the other side, whereas the required side yard is 10' on both sides. Article 67-33 states "accessory buildings may be erected in a Side or Rear Yard; provided that no such Accessory Building is more than fifteen (15) feet in height, or nearer than four (4) feet to any side or rear Lot line, or closer than sixty-five (65) feet to the front Lot line." The detached garage meets these dimensional regulations. Therefore, this violation is cited as an existing nonconformity, where the dwelling unit on the lot currently maintains side yards of 14 feet and 7 feet. Furthermore, detached accessory structures are common features along Hyde Park Ave. The property's rear yard is generous and accommodates the detached garage without disturbing abutting properties. Therefore, relief is recommended.



Plans reviewed are titled "House Location Plan 659 Hyde Park Avenue Boston, Mass."  
prepared by Paul Lindholm, P.E. Civil/Environmental Consulting and dated October 19, 2025.

**Recommendation:**

In reference to BOA1798286, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1427993
<b>ZBA Submitted Date</b>	2022-12-27
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	9 Batchelder ST Dorchester 02125
<b>Parcel ID</b>	0800012000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	Install a curb cut and driveway to accommodate off-street parking for two vehicles
<b>Relief Type</b>	Variance
<b>Violations</b>	Side Yard Insufficient Rear Yard Insufficient

#### **Planning Context:**

The site lies within an area predominantly characterized by residential uses with access to neighborhood-serving commercial and transit amenities. Off-street parking, located in side setbacks, is found in about half of dwellings in the immediate surrounding blocks. The site is located less than one quarter mile from the Upham's Corner MBTA station and commercial node.

In addition, properties along Batchelder Street and the surrounding blocks maintain rear yard open space and vegetated areas that contribute to the neighborhood tree canopy and usable outdoor space. Preservation of permeable surface area and open space remains an important consideration within this residential context.

#### **Zoning Analysis:**

The applicant seeks approval for a curb cut and a driveway to accommodate off-street parking for two vehicles. The appeal arises from a zoning violation issued on November 18, 2022. Based on reviewing historical Nearmap aerial imagery, the driveway appears to have been paved on the site prior to the issuance of the violation and prior to the applicant seeking zoning approval. The existing driveway appears to be accessed informally over a curb and sidewalk.



The first violation concerns the side yard requirement. The Boston Zoning Code requires a minimum side yard setback of 10 feet. As shown on the site plan, the proposal does not provide the minimum required side yard setback, resulting in an insufficient side yard. This dimensional nonconformity predates the current appeal and is not proposed to be changed.

The second violation relates to the rear yard requirement. The zoning code requires a minimum rear yard setback of 30 feet, while the existing structure provides approximately 9 feet, resulting in an insufficient rear yard. This condition also predates the current appeal and is not proposed to be modified.

However, the driveway for which zoning relief is sought does create violation of insufficient usable open space per dwelling unit. In consideration of the loss of permeable area, tree canopy, and open space when this driveway was created, zoning relief is not appropriate.

**Recommendation:**

In reference to BOA1427993, The Planning Department recommends DENIAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1766723
<b>ZBA Submitted Date</b>	2025-08-21
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	49 to 51 Callender ST Dorchester 02124
<b>Parcel ID</b>	1402843000
<b>Zoning District &amp; Subdistrict</b>	Greater Mattapan Neighborhood 3F-5000
<b>Zoning Article</b>	60
<b>Project Description</b>	This project encompasses two primary scopes of work on a single lot. The first involves the new construction of a three-unit dwelling to be located at 51 Callender St. The second scope consists of a rear addition to the existing three-unit dwelling currently situated at 49 Callender St.
<b>Relief Type</b>	Variance
<b>Violations</b>	Two or More Dwelling Same Lot Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient

### Planning Context:

49-51 Callender St is a three-unit dwelling in a primarily residential area with one-, two-, and three-unit residences. Homes in this area generally have high lot coverage. Additionally, this residence borders Saint Mary's Cemetery and is a ten minute walk from Harambee Park. The Talbot Ave MBTA Commuter Rail Station is a twelve minute walk distance.

The proposed project is (1) a new construction three-unit building that shares the same outer facade as the existing dwelling at 49 Callender St and (2) additional footprint to the rear of the home at 49 Callender St. In each home, there is one unit on its own story with three bedrooms in each unit. The proposed projects keep with the established character of the neighborhood.

### Zoning Analysis:

The Planning Department has received refusals and plans that complicate zoning analysis for this project. The project impacts 49, 51, and 53 Callender Street and there have been two separate refusals and plans issued for 49-51 Callendar Street and 53 Callender Street.



However, lot analysis shows that all three addresses are located on the same lot, therefore should be receiving one set of refusals and plans for the project. The Planning Department will review the zoning violations when this issue has been resolved.

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

**Recommendation:**

In reference to BOA1766723, The Planning Department recommends DEFERRAL. The Planning Department cannot provide a recommendation without an updated and complete set of plans for the project.

Reviewed,

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

Deputy Director of Zoning





<b>Case</b>	BOA1766728
<b>ZBA Submitted Date</b>	2025-08-21
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	53 Callender ST Dorchester 02124
<b>Parcel ID</b>	1402843000
<b>Zoning District &amp; Subdistrict</b>	Greater Mattapan Neighborhood 3F-5000
<b>Zoning Article</b>	60
<b>Project Description</b>	The project proposes a new construction dwelling as well as renovations to an existing dwelling unit.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive Height Excessive (ft) Rear Yard Insufficient Side Yard Insufficient Two or More Dwelling Same Lot Parking or Loading Insufficient

**Planning Context:**

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

**Zoning Analysis:**

The Planning Department has received refusals and plans that complicate zoning analysis for this project. The project impacts 49, 51, and 53 Callender Street and there have been two separate refusals and plans issued for 49-51 Callendar Street and 53 Callender Street. However, lot analysis shows that all three addresses are located on the same lot, therefore should be receiving one set of refusals and plans for the project. The Planning Department will review the zoning violations when this issue has been resolved.



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

**Recommendation:**

In reference to BOA1766728, The Planning Department recommends DEFERRAL: to be updated when ISD clarifies letter issues with proponents.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1575425
<b>ZBA Submitted Date</b>	2024-02-28
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	62 L ST South Boston 02127
<b>Parcel ID</b>	0603571000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR
<b>Zoning Article</b>	68
<b>Project Description</b>	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.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	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.

Reviewed,

Deputy Director of Zoning



*Planning Department*

**CITY of BOSTON**



<b>Case</b>	BOA1741777
<b>ZBA Submitted Date</b>	2025-06-25
<b>ZBA Hearing Date</b>	2026-02-24
<b>Address</b>	183 Saint Botolph ST Boston 02115
<b>Parcel ID</b>	0402332000
<b>Zoning District &amp; Subdistrict</b>	Huntington Avenue/Prudential Center St. Botolph Protection Area
<b>Zoning Article</b>	41
<b>Project Description</b>	The project proposes the addition of a fourth floor with setbacks, and a new rear stair that provides separate access to each of the floors. The project seeks a change of use from four residential units to five.
<b>Relief Type</b>	Variance, Conditional use
<b>Violations</b>	Rear Yard Insufficient Roof Structure Restrictions FAR Excessive Parking or Loading Insufficient GCOD Applicability

**Planning Context:**

The proposed project at 183 St. Botolph St. sits within the Huntington Avenue/Prudential Center zoning district and within the Saint Botolph Street Protection Area. The St. Botolph Street Protection Area grants an as-of-right building height of forty-five (45) feet and an as-of-right FAR of two (2). The parcel being in the St. Botolph Area Architectural Conservation District means that all proposed exterior work, including work at rooftops, that is, or will be, visible from any public way is subject to review by the Landmarks Commission. The parcel is also within Restricted Parking, Restricted Roof, and Groundwater Conservation Overlay Districts, and is regulated by Article 41 of the zoning code.

183 St. Botolph Street is a part of the historic Charles J. Lord Building, constructed in 1895. The building consists of 20 separate rowhouses conjoined by a brick facade. The lots are small and long; approximately 20 feet by 100 feet each, with the buildings occupying the majority of the lot area.



The proposed project is less than 0.1 mile, or a 3 minute walk from the Symphony Hall MBTA Green Line Station, and is in close proximity to notable landmarks such as the Reflecting Pool at the Christian Science Plaza and Horticulture Hall. The proposal is also just a few minutes walk away from Southwest Corridor Park and its network of interlinked open spaces.

### **Zoning Analysis:**

The proposed project is cited for a total of four (4) zoning violations: Rear Yard Insufficient, Off Street Parking Insufficient, an FAR violation within a Protection Area, and Rooftop Additions in Protection Area. The proposal is also referred to the ZBA for GCOD Applicability, pursuant to Section 32-4 due to the erection of a new rear staircase and the addition of a fourth story.

The rear yard for the proposed project currently has space for two off-street parking spots. The rear alley, Public Alley 404, connects the back of the properties to Public Alley 405 and Cumberland Street, leading out to Huntington Ave.

Submitted site plans indicate that the proposed addition for an additional egress stair at the rear of the building would extend 7'4" into the rear, bringing the total building length on its longest side to 76'7", and eliminating the two existing parking spaces at the site. The Rear Yard Requirements for this subdistrict are 25'0, and so the envelope extension would be a new non-conformity. Neighboring properties within the row have similar egress stairs at the rear that are also dimensional violations, making zoning relief with regards to the Rear Yard Insufficient violation appropriate and contextual with an emergent neighborhood character.

As mentioned, 183 St. Botolph Street currently has space for two parking spaces at the rear. The off-street parking requirements are stated as applicable to a specific floor area ratio set forth in Table B of Section 13-1 of the zoning code. The maximum FAR within the St. Botolph Street Protection area is 2.0, and thus the zoning calls for 0.7 parking spaces for each dwelling unit. A total of five dwelling units then calls for 3.5 (read: four) parking spaces. Due to the rear stair addition and the extension of the building envelope into the rear yard, the project proposes a total of zero (0) parking spaces, where there is currently an existing two. The proposed trade-off involves forgoing parking to gain an additional housing unit. Regardless, a total of four parking spaces could not realistically be accommodated within the rear yard or anywhere else on the property due to the inherent constraints of a rowhouse structure and the tightness of the surrounding streets.



The FAR requirement in the St. Botolph Street Protection Area is 2.0. The existing building already has a dimensional nonconformity with an FAR of 2.14. The proposed project involves expanding the building's footprint and adding another floor, which would increase the overall building height to 44.83 feet and the FAR to 2.74. This 28% increase in FAR is inconsistent with the established neighborhood character and the typical design of rowhouses within the St. Botolph Area Architectural Conservation District and within the Charles J. Lord building.

Furthermore, the proposed project is within a Restricted Roof District. Per Section 3-1 of the zoning code, a Restricted Roof Structure District is one that is characterized by groups of buildings with identical or similar heights. The refusal letter cites Article 41-6 wherein the maximum height is set at 45-feet.

Although the proposed structure does not exceed this hard limit, Section 16-8 of the zoning code mandates that the Board of Appeal must evaluate whether any proposed roof structure maintains architectural consistency with the distinctive historical and architectural character of the protection area. Erecting a fourth floor, which results in a height that contrasts with the row of otherwise identical adjacent rowhouses, does not meet the standard for architectural consistency required by the district's regulations and warrants further design review and revision.

The proponent should consider a proposal that more closely aligns with the design guidelines set forth for the St. Botolph Area Architectural Conservation District. The guidelines state that additions and new construction should not disrupt the essential form and integrity of an individual building or of the district. The size, scale, color, material and character of this work should be compatible with the character of the existing buildings and their environment and the original form and slope of the roof must be retained.

Finally, the proposed project is referred for GCOD Applicability pursuant to Section 32-4 due to the substantive additions of the rear stair and fourth floor. Changes to the review process for GCOD Applicability citations voted on and accepted by the Zoning Commission on Wednesday, September 22, 2025. CGOD compliance is ultimately determined and confirmed by the Boston Water and Sewer Commission and is no longer overseen by the ZBA.

Plans were prepared by Choo & Company and are dated February 26, 2025.





**Recommendation:**

In reference to BOA1741777, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that better aligns with the standards of the St. Botolph Area Architectural Conservation District.

Reviewed,

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

Deputy Director of Zoning

**MEMORANDUM****October 14, 2021**

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

**FROM:** **MICHAEL CHRISTOPHER, INTERIM DIRECTOR OF DEVELOPMENT REVIEW**  
**CASEY HINES, ASSISTANT DEPUTY DIRECTOR DEVELOPMENT REVIEW**  
**MATTHEW MARTIN, URBAN DESIGN II**  
**STEPHEN HARVEY, PROJECT MANAGER**

**SUBJECT:** **154 TERRACE STREET, NOTICE OF PROJECT CHANGE, MISSION HILL**

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency (the “BPDA”), authorize the Director to: (1) issue a Determination pursuant to Section 80A-6 of the Boston Zoning Code (the “Code”) in connection with the third Notice of Project Change for the project proposed at 154 Terrace Street (“Phase II of the Revised Project,” as further defined below) filed on June 28, 2021 (the “2021 NPC”) by Pickle-Ditson Phase II Limited Partnership, an affiliate of WinnDevelopment (the “Proponent”); (2) issue a Certification of Compliance for Phase II of the Revised Project pursuant to Section 80B-6 of the Code upon successful completion of the Article 80 Large Project review process of the Code for Phase II of the Revised Project; (3) enter into a Cooperation Agreement, an Affordable Housing Agreement, and any and all other agreements and documents that the Director deems necessary and appropriate and containing terms and conditions determined by the Director to be in the best interest of the BRA, in connection with Phase II of the Revised Project.

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**PROJECT SITE**

Phase II of the Revised Project is located on approximately 30,208 square feet of land at 154 and 166 Terrace Street in Boston’s Mission Hill neighborhood (the “Project Site”). The Project Site is adjacent to the AMTRAK Mainline and the MBTA Orange Line tracks to the east, three-story residential buildings to the north, Terrace Street to the West, and New Heath Street to the south. The Project Site is approximately 0.4 miles from both the Roxbury Crossing and the Jackson Square MBTA stops.

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\*Effective October 20, 2016, the BRA commenced doing business as BPDA.

The Project Site is bifurcated into two sections. 166 Terrace Street is approximately 17,333 square feet of land and contains two (2) existing buildings, both renovated by the Proponent and completed in 2011. These buildings currently contain sixty-two (62) units of mixed-income housing including forty-three (43) income-restricted affordable rental units, sixteen (16) historic ownership condominiums, and three (3) artist live-work lofts.

154 Terrace Street is approximately 10,940 square feet of land and is currently used for overflow parking for the 166 Terrace Street development.

## **DEVELOPMENT TEAM**

The development team includes:

- Proponent: Pickle-Ditson Phase II Limited Partnership c/o WinnDevelopment LLP  
Drew Colbert, Senior Project Director
- Brokerage: Gibson Sotheby's International Realty  
Jared Curtis, Global Real Estate Advisor
- Architect: The Architectural Team  
Michael Binette, Senior Partner, Managing Principal  
Jeff Sargis, Project Architect
- Legal Counsel: McDermott Quilty & Miller  
Joseph P. Hanley, Esq., Partner  
Nicholas J. Zozula, Esq., Senior Associate
- Transportation: Howard Stein Hudson  
Brian Beisel, Michael White and Thomas J. Tinlin
- Civil Engineer: Vanasse Hangen Brustlin, Inc. (VHB)  
Conor Nagle and Jocelyn Gambone

## **BACKGROUND**

On October 31, 2005, Highland Springs, LLC c/o Briggs Capital Real Estate, LLC submitted a Project Notification Form for a 175,000 square foot, mixed-use condominium project (the "2005 Proposed Project"). The proposal included the rehabilitation of the two brewery buildings as well as the addition of a new 9-story, 107-foot-tall structure. In all, the 205 Proposed Project included 166 loft-style condominium units, nine (9) artist live-work lofts, 4,000 square feet of artist studio and gallery space, and 134 underground parking spaces. Of the 175 condominium units, twenty-six (26) units were proposed to be designated as affordable for families earning at or below 100% of the Area Median Income ("AMI"), as defined by the United States Department of Housing and Urban Development ("HUD"), and published by the BPDA. On January 26, 2006,

the BRA approved the 2005 Proposed Project, however, due to economic factors it was never developed and in 2008 the Project Site was acquired by WinnDevelopment, the current Proponent.

On June 6, 2008, the Proponent submitted a Notice of Project Change (the “2008 NPC”) to the BRA to develop the existing buildings at 166 Terrace Street as Phase I of the project. The proposal included the conversion of the two existing industrial buildings, totaling approximately 95,000 gross square feet, into sixty-two (62) units of mixed-income housing and forty-eight (48) parking spaces. Forty-three (43) of the units proposed were income-restricted rental units for families either at or below 30% of AMI or at or below 60% of AMI, sixteen (16) of the units were historic ownership condominiums, and three (3) of the units were artist live-work lofts (“Phase I of the Revised Project”). On July 17, 2008, the BRA approved the 2008 NPC for Phase I of the Revised Project and in 2011, the Proponent completed construction.

On November 4, 2019, the Proponent submitted a second Notice of Project Change (the “2019 NPC”) with the BPDA pursuant to Article 80A -6 of the Code, to develop Phase II of the Revised Project, at 154 Terrace Street. Phase II of the Revised Project includes the construction of an approximately 61,250 gross square foot, 65-foot-tall, six (6) story, 64 residential condominium unit building with twenty-seven (27) parking spaces. On January 26, 2020, the BPDA approved the 2019 NPC for Phase II of the Revised Project.

### **NOTICE OF PROJECT CHANGE**

On June 28, 2021, the Proponent submitted a third Notice of Project Change with the BPDA pursuant to Article 80A-6 of the Code, to develop Phase II of the Revised Project.

Phase II of the Revised Project is an approximately 74,961 gross square foot, 82-foot-tall, seven (7) story, 66 residential condominium unit building with twenty-four (24) parking spaces. Phase II of the Revised Project will transform a vacant and surface parking lot used as overflow parking by Phase I of the Revised Project. Currently Phase I of the Revised Project garage exits to the surface and vacant lot. As part of Phase II of the Revised Project, Phase I of the Revised Project garage will be reconfigured, the overflow parking will be eliminated. Upon completion, there will be 36 surface and garage spaces for Phase I of the Revised Project and 24 garage spaces for Phase II of the Revised Project.

The Proponent anticipates that the total development cost of the Phase II of the Revised Project will be approximately \$33M.

On August 24, 2021 the BPDA convened a public meeting for the community’s review and comment. The public meeting was advertised in the local paper, was posted on the BPDA website, and was distributed to the BPDA Mission Hill email list. The end of the 30-day public comment period was extended from July 28, 2021 to September 3, 2021.

### **ZONING**

Phase II of the Revised Project is located within the Mission Hill Neighborhood District and the Terrace Street Local Industrial Sub district governed by Article 59 of the City of Boston Zoning Code (the “Code”), which Forbids the Multi-family Residential Use and requires the issuance of additional Variances for the dimensional and other Zoning Code restrictions identified in Phase III of the Revised Project. In this regard, the Proponent will seek Zoning relief by appeal to the Board of Appeal for the necessary Variances and approvals to construct Phase II of the Revised Project.

## **INCLUSIONARY DEVELOPMENT COMMITMENT**

The Proposed Project is subject to the Inclusionary Development Policy, dated September 27, 2007 (“IDP”). The IDP requires that 15% of new market-rate units within the development be designated as on-site or off-site IDP units or that a financial contribution to the IDP fund be made. The IDP allows for one or a combination of on-site, off-site and/or IDP Fund contribution strategies to be used to satisfy the IDP.

The BPDA conducted a financial feasibility analysis in September of 2019, for Phase II of the Revised Project, and again November of 2020, for the Proposed Phase III of the Revised Project, and determined that satisfying the IDP commitment solely via on-site unit creation would result in a rate of return deemed to be below the limit of financial feasibility. As a result, the proposed project will use a combination of on-site and IDP Fund contribution strategies to satisfy IDP requirements which requires 9.45 actual units be income restricted and/or an equivalent payment into the IDP fund be made.

### **On-site IDP Units**

The Proposed Phase III of the Revised Project will provided three (3) on-site IDP homeownership units (“IDP Units”), of which two (2) will be made affordable to households earning not more than 80% of the Area Median Income (“AMI”), as published by the BPDA and based upon data from the United States Department of Housing and Urban Development (“HUD”), and one (1) will be made affordable to households earning greater than 80% of AMI but not more than 100% of AMI.

The proposed sizes, locations, and sale prices for the IDP Units are as follows:

<b>Unit Number and Location</b>	<b>Number of Bedrooms</b>	<b>Approximate Square Footage</b>	<b>Percentage of Median Income</b>	<b>Approximate Sale Price</b>
Unit 201	2 Bed	974	100% of AMI	\$314,000
Unit 209	1 Bed	617	80% of AMI	\$202,900
Unit 304	1 Bed	667	80% of AMI	\$202,900

The location of the IDP Units will be finalized in conjunction with BPDA staff and outlined in the Affordable Housing Agreement (“AHA”), and sales prices and income limits will be adjusted according to BPDA published maximum sales prices and income limits, as based on HUD AMIs, available at the time of the initial sale 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 AHA must be executed along with, or prior to, the issuance of the Certification of Completion for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission (“BFHC”) upon issuance of the building permit. The IDP Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan to the BFHC and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

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

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

The IDP Units will not be marketed prior to the submission and approval of the Plan. A deed restriction will be placed on each of 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 the buyer and sales price of any subsequent sale of the IDP Units during this fifty (50) year period must fall within the applicable income and sales price limits for each IDP Unit. IDP Units may not be rented out by the developer prior to sale to an income eligible buyer, and the BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units.

### **IDP Fund Contribution**

To satisfy the remainder of its IDP obligation, the Proponent will also provide a payment into the IDP equivalent to 6.45 units, to be met through three (3) installments as follows:

1. \$322,500 (one-quarter of the minimum IDP fund contribution) shall be due within thirty (30) days of issuance of the initial building permit by the Inspectional Services Department (“ISD”) for the Proposed Project;
2. \$967,500 (three-quarters of the minimum contribution) shall be due within thirty (30) days of receipt of the final Certificate of Occupancy (“COO”) from ISD for the Proposed Project; and
3. The final installment, which shall be due within one (1) year of receiving the final COO for the Proposed Project, shall be the balance between \$1,290,000 (minimum IDP contribution defined in the first two installments) and the final total IDP Fund contribution

(the “Final Total IDP Fund Contribution”). The Final Total IDP Fund Contribution will be calculated as one-half (50%) of the difference between the average actual sales price of the market rate units in the Proposed Project and the IDP homeownership 100% AMI sales price at the time of the payment.

All payments will be made to the IDP Special Revenue Fund held by the City of Boston Treasury Department and managed by the City of Boston Department of Neighborhood Development.

The designation of three (3) on-site IDP Unit and the IDP Fund Contribution payment representing the equivalent of 6.45 IDP units, fully satisfies the IDP requirements pursuant to the September 27, 2007 IDP.

### **PUBLIC BENEFITS**

Public benefits from the Proposed Project Include:

- The creation of 66 units of much-needed residential ownership housing, of which three (3) will be income restricted;
- An IDP Contribution of at least \$1,290,000 intended to help create additional income restricted housing;
- The Proponent will contribute \$112,500.00 toward the implementation of capital improvements on Terrace Street resulting from the City’s “Mission Hill Transportation Planning” project which will recommend multimodal improvements on Terrace Street, Cedar Street and New Heath Street/Heath Street. The \$112,500.00 contribution will be made upon issuance of the building permit to the BPDA. BPDA will send the contribution to BTDA.
- Upon issuance of the full Building Permit, the Proponent will contribute \$49,000 to the City's Bluebikes bike share system as required by BTDA’s updated Bicycle Parking Guidelines;
- The Proposed Project will create a 20’ by 30’ open space/pocket park that will be approximately 600 square feet in size. This 600 square feet open space/pocket park will be privately owned public space (“POP”);
- An optimal owner-occupancy level of at least 70%;
- A minimum lease term of 12 months so that hotel, motel, and transient renters are not allowed;
- Units are not intended for undergraduates unrelated to the unit owner or primary lessee; and

- 66 bicycle parking spaces. The Bike Room is subject to BPDA Transportation Review as well as BPDA Design Review.
- The Proponent shall complete the Smart Utilities review before obtaining a Certification of Compliance or Partial Certifications of Compliance. The items to be reviewed and verified are listed below:
  - Storm water retention of 1.25 inches over the impervious area;
  - Review the location of trees and permeable pavers to ensure feasibility around other infrastructure (the review will be coordinated with BPDA’s Urban Design team);
  - Additional “shadow” conduit for future electric and fiber infrastructure in the Terrace Street sidewalk to support the City’s needs for deployment of future smart technology. The review and conduit design requirements will be coordinated with the Public Improvements Commission (“PIC”) and BPDA Smart Utilities team;
  - A Utility Site plan showing the infrastructure in the bullets above, as well as all other relevant utility infrastructure, including electric connection for street lights, transformers, and gas meters; and
  - A plan to address relevant conflicts reported through COBUCS

## **RECOMMENDATIONS**

It is the staff recommendation that the BPDA approve the changes to the 154 Terrace Street project and authorize the Director to: (1) issue a Determination pursuant to Section 80A-6 of the Code in connection with the third Notice of Project Change for Phase II of the Revised Project, filed on June 28, 2021 (the “2021 NPC”) by Pickle-Ditson Phase II Limited Partnership, an affiliate of WinnDevelopment (the “Proponent”); (2) issue a Certification of Compliance for Phase II of the Revised Project pursuant to Section 80B-6 of the Code upon successful completion of the Article 80 Large Project review process of the Code for Phase II of the Revised Project; (3) enter into a Cooperation Agreement, an Affordable Housing Agreement, and any and all other agreements and documents that the Director deems necessary and appropriate and containing terms and conditions determined by the Director to be in the best interest of the BRA, in connection with Phase II of the Revised Project.

Appropriate votes follow:

**VOTED:** That the Director be, and hereby is, authorized to issue a Determination pursuant to Section 80A-6 of the Code (the “Determination”) which finds that the Notice of Project Change submitted on June 28, 2021 (the “2021 NPC”) to the Boston Redevelopment Authority (“BRA”) for the 154 Terrace Street project (the “Proposed Project”) by Pickle-Ditson Phase II Limited Partnership, an affiliate of



WinnDevelopment (“Proponent”), does not significantly increase the impacts of the Proposed Project and waives the requirement of further review of the Proposed Project subject to on-going BRA design review;

**FURTHER  
VOTED:**

That the Director be, and hereby is, authorized to issue a Certification of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code upon the successful completion of the Article 80B Large Project Review process; and;  
and

**FURTHER  
VOTED:**

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

# 154 Terrace Street, Mission Hill

1:900





154 Terrace Street, Mission Hill

1:900





**MEMORANDUM****August 14, 2025**

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

**FROM:** CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW  
NUPOOR MONANI, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW  
ZOE SCHUTTE, PROJECT MANAGER  
BREEZE OUTLAW, SENIOR URBAN DESIGNER  
MICHELLE YEE, PLANNER I

**SUBJECT:** 344-350 WASHINGTON STREET, BRIGHTON

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 344-350 Washington Street in the Brighton neighborhood (the "Proposed Project") of Boston, in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed project.

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**PROJECT SITE**

The Project Site is located at the corner of Washington Street and Academy Hill Road in Brighton. It is surrounded by a mix of residential, commercial, and industrial uses. The project site is bounded to the north and east by retail and commercial uses; to the south is an industrial building; and west, across Academy Hill Road, is a mixed-use building with housing and retail. The Boston Landing commuter rail station is located 0.9 miles away (Framingham/Worcester Line), and

Chiswick Road Green Line station 0.6 miles away. MBTA bus routes #86, #57, #65, and #501 are accessible within 500 feet.

**DEVELOPMENT TEAM**

The development team consists of:

**Developer/Proponent:**

44 Washington Street, LLC  
Georgia Athanasiadis, Manager  
14 Florence Circle  
Medway, MA 02053

**Legal Counsel:**

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

**Architecture:**

Choo & Company, Inc.  
Marc Sullivan, Principal  
One Billings Road, Suite 201  
Quincy, MA 02171

**Land Survey/Civil Engineering:**

Joyce Consulting Group  
Michael Joyce, PE  
439 Washington Street, 3rd floor  
Braintree, MA 02184

**PROPOSED PROJECT**

The Proposed Project is to raze the existing building on the 6,450 square foot lot located at 344-350 Washington Street in Brighton. In its place, the Developer proposes to construct a new six (6) story, mixed-use building. The Proposed Project will be comprised of 1,007 square feet of ground floor retail in the form of a Dunkin' franchise location, nineteen (19) condominium units, and seventeen (17) parking

spaces provided at grade and interior to the building. All nineteen (19) homeownership units are two-bedroom units. Six (6) of those parking spaces will be reserved for Dunkin'. The remaining eleven (11) parking spaces will be reserved for residents and provided via a three-level lift. Proposed Project will also include twenty (20) residential bicycle parking spaces and six (6) visitor bicycle parking spaces

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

<b><u>Estimated Project Metrics</u></b>	<b>Proposed Plan</b>
<b>Gross Square Footage</b>	32,717
<b>Gross Floor Area</b>	27,986
<i>Residential</i>	26,979
<i>Office</i>	0
<i>Retail</i>	1,007
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Mechanical/Storage</i>	828
<i>Parking</i>	3,903
<b>Development Cost Estimate</b>	\$7,593,951
<b>Residential Units</b>	19
<i>Rental Units</i>	
<i>Ownership Units</i>	19
<i>IDP/Affordable Units</i>	3 (15%)
<b>Parking spaces</b>	17

## **PLANNING AND ZONING CONTEXT**

The Proposed Project at 344-350 Washington Street is located in the Allston-Brighton Neighborhood Zoning District's Neighborhood Shopping (NS-1) Subdistrict, governed by Article 51 of the Zoning Code. This location at the corner of

Washington Street and Academy Hill Road is a key node within Brighton Center, characterized by mixed-use and commercial properties. The proposed mixed-use building with active ground floor use aligns well with the built environment of this area.

The Proposed Project also falls within the study area of the Allston-Brighton Needs Assessment, adopted by the BPDA Board in January 2024. While this planning process has not yielded zoning amendments at this time, it did provide staff with insight relevant to the review of the Proposed Project, including the need for housing that is affordable. The Proposed Project aligns with this goal by providing three units of income-restricted housing.

Furthermore, another plan that was considered during staff review includes the ongoing Allston-Brighton Community Plan as this plan will guide the growth in the neighborhood and the area surrounding the Proposed Project.

While the Proposed Project will need variances for dimensional regulations including height, FAR, and the rear setback, the public realm and sidewalk improvements that were designed in collaboration with staff to ensure consistency with Complete Street Guidelines, will enhance the pedestrian experience. Zoning relief is appropriate given the Proposed Project's consistency with the local planning context, as well as provisions of Section 7-3 of the Zoning Code.

#### **ARTICLE 80 REVIEW PROCESS**

On June 25, 2025, the Proponent filed a Small Project Review Application ("SPRA") pursuant to Article 80E of the City of Boston Zoning Code ("the Code"). The BPDA hosted a virtual public meeting for the Proposed Project on July 30, 2025. The public comment period in connection with the Proponent's submission of the SPRA ended on August 11, 2025.

The virtual public meetings were advertised in the relevant neighborhood newspapers and posted to the BPDA's website and a calendar notification as sent to all subscribers of the BPDA's Allston-Brighton neighborhood updates. Local city and state elected officials received notification of the public meeting via email. The presentations and recordings of the virtual public meetings were published to the 344-350 Washington Street project webpage on the BPDA website.

#### **INCLUSIONARY ZONING**

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ") and is located within Zone B, as defined by IZ. IZ requires that 17% of the total number of units within or residential saleable square footage within Article 80E Small Project developments are designated as IZ units. In this case, three (3) units or approximately 15.79% of the total number of units, and 15.76% of residential saleable square footage, within the project will be designated as income-restricted units (the "IZ Units"), of which two (2) units will be made available to households with incomes not more than 80% of the Area Median Income ("AMI"), and one (1) units will be made available to households with incomes greater than 80% of AMI but not more than 100% of AMI, based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and sales price limits.

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

<b>Unit Number</b>	<b>Number of Bedrooms</b>	<b>Unit Size (Sq Ft)</b>	<b>Percent of AMI</b>	<b>Price</b>	<b>Group-2</b>
203	Two-Bedroom	1,029	80%	\$284,970	
301	Two-Bedroom	1,026	100%	\$368,973	
404	Two-Bedroom	910	80%	\$284,970	

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

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

1. Boston resident;



2. Household size (a minimum of one (1) person per bedroom); and
3. First-time homebuyer.

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

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

The Proposed Project's on-site IZ Units, as proposed, are approximately 15.76% of Saleable residential square footage, and therefore a partial unit payment is due to fully satisfy IZ requirements, estimated to be \$116,690.00 as currently proposed. Any payment in lieu of units will be calculated with MOH and paid by the Proponent into the City of Boston Treasury to the IDP Special Revenue Fund ("IDP Fund"), at a rate of \$500 per square foot (per IZ for Zone B), for a total amount of any positive value difference between 17% of total residential saleable square footage of the project and the square footage of any on-site units restricted at 80% and 100% of Area Median Income. Final determination of any payment amount may be subject to be recalculated upon any residential square footage changes within the project design and construction. Payment of 50% of the amount is due at the issuance of a full building permit, and payment of the remainder is due at the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy.

### **MITIGATION & COMMUNITY BENEFITS**

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

- The creation of nineteen new dwelling units in an attractive and energy-efficient new building, including 15.79% affordable units and a partial unit

payment in accordance with the City of Boston's Inclusionary Zoning requirements.

- the expected creation of approximately 50 construction industry jobs to complete the proposed project.
- \$5,225 to the Boston Transportation Department ("BTD") to be contributed prior to Certificate of Occupancy for the Proposed Project to support the bikeshare system.
- Public Realm Improvements:
  - In compliance with Boston's Complete Streets policy, the Proponent will make sidewalk and streetscape improvements to Washington Street and Academy Hill Road.
  - Subject to City of Boston Transportation Department (BTD) review and approval, the Proponent will enhance the public realm by extending the curb at the Washington Street and Academy Hill Road intersection to expand the public realm in front of the Project Site and improve pedestrian connectivity.
  - The Proponent will reconstruct an ADA-compliant ramp serving Washington Street and Academy Hill Road perpendicular to the crosswalk and improve pedestrian signaling at the reciprocal ADA ramp and crosswalk at Washington Street. improve pedestrian signaling at the reciprocal ADA ramp and crosswalk at Washington Street.
  - A sidewalk Pedestrian Zone with a minimum 5'-0" clear accessible path of travel will be provided at the Proposed Project's frontages along Washington Street and Academy Hill Road to improve walkability and accessibility. Where the dimensions between the property line and the edge of the Furnishing Zone are less than 5'-0," a pedestrian easement should be sought through PIC. The Proposed Project has agreed to grant a pedestrian easement to the City of Boston for the portion of the parcel that is acting as the public sidewalk along Academy Hill Road. This would require an action through the Public Improvement Commission to create the pedestrian easement. Granting this pedestrian easement will allow an accessible pedestrian-friendly streetscape. the pedestrian easement. Granting this pedestrian easement will allow an accessible pedestrian-friendly streetscape.
  - The Proponent will install four (4) new street trees; two (2) street trees along Washington Street and two (2) street trees along Academy Hill

Road adjacent to the Project Site as part of the Project Site improvements and mitigation associated with the Proposed Project. The tree plantings shall be coordinated and approved by the Planning Department, and other applicable city departments/agencies completed before the issuance of the Certificate of Occupancy for the Proposed Project.

- The Project Site's obligation to continue the commercial street wall along Washington Street and help transition into the residential neighborhood along Academy Hill Road limits its ability to provide traditional open space. However, the Proponent will provide approximately 2,806 square feet of private balcony and residential roof terrace open space for residents.
- The project shall comply with the Streets Green Infrastructure Policy, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.
- Public Improvement Commission ("PIC") actions anticipated include Specific Repairs and Pedestrian Easement. The Specific Repairs scope includes: replacement of existing apex ramp at Academy Hill Road with a directional compliant pedestrian ramp perpendicular to crosswalk, reciprocal ramp signal improvement at Washington Street, installation of at least four (4) new street trees, widening of the existing sidewalk for complete street compliance with permeable pavers furnishing zone and visitor bike racks, relocation and reduction of one (1) curb cut on Washington Street, elimination of two (2) curb cuts on Academy Hill Road and installation of one (1) curb cut on Academy Hill Road, continuous pedestrian sidewalk through drive aisle to differentiate pedestrian zone, signal alert at garage exit to alert pedestrians of exiting cars, repaint of existing crosswalk at Washington Street and Academy Hill Road, and relocation of existing light poles. PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC. of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The

proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.

- The Proponent shall make a Nineteen Thousand Dollar (\$19,000) contribution to the City's Fund for Parks, to be directed specifically toward improvements in Rogers Park:

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

Use: The contribution will be used to fund efforts to maintain green space and facilities in Rogers Park. .

Amount: \$19,000

Timeline: The \$19,000 contribution is due within 30 days of issuance of Certificate of Occupancy.

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

- The creation of nineteen new dwelling units in an attractive and energy-efficient new building, including 15.79% affordable units and a partial unit payment in accordance with the City of Boston's Inclusionary Zoning requirements.
- The expected creation of approximately 50 construction industry jobs to complete the proposed project.
- \$5,225 to the Boston Transportation Department ("BTD") to be contributed prior to Certificate of Occupancy for the Proposed Project to support the bikeshare system.

### **RECOMMENDATION**

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the

Director be authorized to: (1) issue a Certification of Approval pursuant to Section 80E-6 of the Code in connection with the Proposed Project; and (2) enter into a Community Benefits Agreement and or any and all other agreements and documents that the Director deems necessary and appropriate in connection with the Proposed Project.

Appropriate votes follow:

**VOTED:** That the Director be and hereby is authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Zoning Code in connection with the Proposed Project; and

**FURTHER**

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

# 344-350 Washington Street





344-350 Washington Street





**Boston City Council**

**LIZ BREADON**

*Councilor – District 9*

*TRANSMITTED VIA EMAIL*

August 14, 2025

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

*RE: 344-350 Washington Street- Letter of Support*

Dear Chair Rojas:

As the City Councilor for District 9, I would like to express my strong support for the 344-350 Washington Street project (the 'Project') proposed by 344 Washington Street, LLC (the 'Proponent') in the Brighton neighborhood of Boston.

With this project, the Proponent has proposed to construct a mixed-used residential/commercial building approximately 32,717 GSF in size that will include 19 condominium units and ground-floor retail space.

The 344-350 Washington Street project site is located in Brighton Center, Brighton's primary neighborhood shopping district. This project will create much-needed homeownership units in Brighton Center, bringing new residents and increased vibrancy to this important neighborhood commercial center.

Sincerely,

Liz Breadon  
Boston City Councilor  
District 9, Allston-Brighton

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



**MEMORANDUM****March 13, 2025**

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

**FROM:** CASEY A HINES, CO DIRECTOR DEVELOPMENT REVIEW  
DYLAN NORRIS, PROJECT ASSISTANT DEVELOPMENT REVIEW  
JILL OCHS ZICK, ASSISTANT DEPUTY DIRECTOR FOR PUBLIC REALM REVIEW  
COLIN FREDRICKSON, TRANSPORTATION PLANNER  
ILANA HAIMES, PLANNER II, PLANNING REVIEW

**SUBJECT:** ALLANDALE FARM, 259 ALLANDALE STREET, JAMAICA PLAIN

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency (“BPDA”) authorize the Director to (1) issue a Certification of Approval for Allandale Farm’s proposed Market Barn and Retail Greenhouse project located at 259 Allandale street in Jamaica Plain (the “Proposed Project”), pursuant to Article 80E, Small Project Review of the Boston Zoning Code (the “Code”); and (2) take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

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**PROJECT SITE**

Allandale Farm (the “Farm”) located at 259 Allandale Street in Jamaica Plain (“Project Site”) is an established “farm in the city” that occupies adjacent areas in Jamaica Plain and the Town of Brookline (“Brookline”). The Farm covers approximately 105 acres and has been in continuous operation for more than 150 years. The Farm is bounded on the west by Newton Street and on the south and east by Allandale Street. On a portion of the Farm on Allandale Street in Jamaica Plain, Allandale Farm, Inc. (“Proponent”) has been operating a retail activity for farm goods in a retail building and several greenhouses where food seedlings, flowers, and plants are grown and sold.

**PROPOSED PROJECT**

The Proponent plans to replace the primary retail structure in the same location with a new retail Market Barn (~5,300 sf) that will act as the headquarters for all retail operations and has been designed to improve environmental sustainability and reflect the Farm's character. The Proponent also plans to replace the retail greenhouses with a single, more efficient Retail Greenhouse (~5,350 sf) directly adjacent to the new Market Barn. An open space located between the parking lot and the new Market Barn and Retail Greenhouse is programmed to accommodate seasonally appropriate outdoor retail activities throughout the year. These new structures will allow the Farm to better meet the demand for farm products and plants all year round.

Existing parking accommodation will be upgraded with code-compliant accessible spaces and signage, and clear access to the front doors of the Market Barn and Retail Greenhouse. Bike racks, EV charging stations, and compliant stormwater management are included as part of the parking area and retail building entry sequence. The parking lot design incorporates landscape islands with canopy trees.

**DEVELOPMENT TEAM**

The development team includes:

**Proponent:**

Allandale Farm, Inc.  
259 Allandale Road, Brookline, MA  
Helen Glotzer, CEO

**Landscape Architect:**

Klopper Martin Design Group  
69 Canal Street, 2nd Floor  
Boston, MA 02114  
Kaki Martin, FASLA, Principal in Charge  
Emily Scarfe, PLA, Project Manager

**Architect/Designer:**

Union Studio Architecture & Community Design  
160 Matthewson Street, #201  
Providence, RI 02903  
Joe Haskett, AIA, CPHC, LEED, AP, Principal  
Brendan Herr, Architect  
Ian Manire, Designer

**Civil Engineer:** VHB Inc.  
 99 High Street, 13th Floor  
 Boston, MA 02110  
 Brian Fairbanks, PE, Principal | Senior Project Manager  
 Annie Gleichauf, PE, Senior Project Engineer

**General Contractor:** Landmark Services Inc.  
 7 Oakland Street  
 Medway, MA 02053  
 Mark F. Landry, President

**Legal/Regulatory:** Keegan Werlin, LLP  
 99 High Street, Suite 2900  
 Boston, MA 02110  
 Barry P. Fogel, Esq.  
 Cheryl A. Blaine, Esq.

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

<b><u>Estimated Project Metrics</u></b>	<b>Proposed Plan</b>
<b>Gross Square Footage</b>	10,600
<b>Gross Floor Area</b>	10,600
<i>Residential</i>	0
<i>Office</i>	0
<i>Retail</i>	10,600
<b>Development Cost Estimate</b>	\$6,750,000
<b>Parking Spaces</b>	58 spaces

**ARTICLE 80 REVIEW PROCESS**

On January 16, 2025, the Proponent filed a Small Project Review Application ("SPRA") pursuant to Article 80E-2.1 and 80E-2.2. The SPRA was sent to the City's public agencies/departments and elected officials. The BPDA subsequently sponsored and held a public meeting on February 24, 2025, regarding the SPRA.

**PLANNING AND ZONING CONTEXT**

The Proposed Project is located in the Jamaica Plain Neighborhood District's Conservation Protection Subdistrict (CPS). It is also with a Greenbelt Protection Overlay District (GPOD). The CPS zoning at 259 Allandale Street aims to promote desirable use of land and siting of development in areas with special natural or scenic features. Zoning regulations for the subdistrict support those goals by requiring significant setbacks and deference to natural features of the site. The proposed project responds to these subdistrict regulations through the preservation of the existing uses and limited lot coverage on site.

Staff review of this project was guided primarily by Article 89 and the Comprehensive Farm Review Guidelines. Ground level farm projects located in the GPOD are subject to Comprehensive Farm Review regardless of project size. Per the Farm Review guidelines, a ground level farm refers to a farm located on the ground plane, including row crops planted in the ground or raised beds, farm structures such as greenhouses, hydroponics, aquaponics and aquaculture, and/or other farm operations. The goal of Comprehensive Farm Review is to ensure sensitive siting and design of farms that operate amidst residential uses, promoting good relations between residents and farmers and agricultural operations of appropriate neighborhood scale.

**IMPROVEMENTS TO PUBLIC REALM AND INFRASTRUCTURE**

The Proposed Project offers several improvements to the public realm and infrastructure.

The Proponent has agreed to provide one (1) new pedestrian crosswalk to improve pedestrian access from the sidewalk on the south side of Allandale Street. The final location and design of the crosswalk will be coordinated in partnership with the

Planning Department, Boston Transportation Department, the Public Works Department, and the Public Improvement Commission ("PIC").

In addition, modifications in the parking area and retail area will enhance pedestrian, bicycle and Americans with Disabilities Act ("ADA") access, and improve environmental sustainability by adding electric vehicle ("EV") charging and a solar installation.

In addition, the Proposed Project will improve stormwater management in the area and will avoid any alteration to the existing farm pond and adjacent vegetated wetlands.

The Proposed Project also offers benefits by enhancing the local availability within the City of a seasonal retail farm operation for year-round produce, plants and products. The Proposed Project also offers benefits by undertaking the improvements along Allandale Street in a manner consistent with the objectives and standards of the GPOD, including the addition of trees to the edge of the surface parking areas.

The Proposed Project and any proposed improvements to the public realm are subject to continued PIC and BPDA Review and Approval.

### **RECOMMENDATION**

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the Proposed Project located at 259 Allandale Street in Jamaica Plain; and (2) take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

**VOTED:** That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the work consisting of the construction of a new Market Barn of approximately 5,300 square feet ("sf") and Retail Greenhouse of approximately 5,300 sf, and associated improvements to parking and landscaping at 259 Allandale Street in Jamaica Plain

(the "Proposed Project") pursuant to the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the Boston Redevelopment Authority; and

**FURTHER****VOTED:**

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

# 259 Allandale Street





259 Allandale Street





**Boston Water and  
Sewer Commission**



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

February 20, 2025

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

Re: 259 Allandale Street, Jamaica Plain  
Small Project Review Application

Dear Mr. Norris:

The Boston Water and Sewer Commission (Commission, BWSC) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at 259 Allandale Road in the Jamaica Plain neighborhood of Boston.

The proposed project is located on an approximately 150-acre site currently occupied by a working farm and improved by a variety of buildings for agricultural and retail use. The project proponent, Allandale Farm, Inc., proposes to construct a 4,730 square foot (sf) retail building and 7,550 sf retail greenhouse in place of the existing retail and greenhouse buildings.

Water and storm drain service for the project site is provided by the Commission. The SPRA states that sewer service for the site is provided by the City of Brookline.

The SPRA estimates an increase water demand of approximately 801 gallons per day (GPD) for a total demand of 997 GPD. For water service, the project site is served by a 12-inch cast iron pipe installed in 1929 which was cleaned and lined in 1975 and is part of the Commission's southern extra high service network.

For drain service, the site is served by a 12-inch drainpipe which outfalls approximately 430 feet southeast of proposed project site at a 36-inch by 12" stone culvert underneath Allandale Street.

The Commission has the following comments regarding the SPRA:



## General

1. Prior to the initial phase of the site plan development, Allandale Farm, Inc. should meet with the Commission's Design and Engineering Customer Services Department to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Allandale Farm, Inc.'s expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as backflow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The proponent estimates that daily sewage will be less than DEP's 15,000 gpd threshold. However, the proponent should be aware that if during the site plan permitting process it becomes apparent that wastewater flows will be 15,000 gpd or more, the Commission will invoke the requirement that the project participate in the 4 to 1 program.
5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. The water use and sewage generation estimates were estimated in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Allandale Farm, Inc. should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed





project. Allandale Farm, Inc. should also provide the methodology used to estimate water demand for the proposed project.

7. The Commission owns and maintains an outfall within the vicinity of the project site. It is located at. The Commission requests that Allandale Farm, Inc. take appropriate measures to ensure that the outfall is not damaged during construction.
8. The Commission will require Allandale Farm, Inc. 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 Allandale Farm, Inc. to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
9. It is Allandale Farm, Inc.'s responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Allandale Farm, Inc. 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. Allandale Farm, Inc. must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Allandale Farm, Inc. should also provide the methodology used to estimate water demand for the proposed project.
2. Allandale Farm, Inc. should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Allandale Farm, Inc. should consider outdoor landscaping which requires minimal use of water to maintain. If Allandale Farm, Inc. plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. Allandale Farm, Inc. 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. Allandale Farm, Inc. should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.



4. Allandale Farm, Inc. will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. Allandale Farm, Inc. is advised to consult with Mr. Larry Healy, Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Allandale Farm, Inc. should contact the Commission's Meter Department.

#### Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Allandale Farm, Inc. will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
  - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
  - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
  - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. The Commission encourages Allandale Farm, Inc. to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. Allandale Farm, Inc. 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.



4. 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, Allandale Farm, Inc. will be required to meet MassDEP Stormwater Management Standards.
5. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
6. The Commission requests that Allandale Farm, Inc. install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Allandale Farm, Inc. should contact the Commission's Operations Division for information regarding the purchase of the castings.
7. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Allandale Farm, Inc. is advised to consult with the Commission's Operations Department with regards to grease traps.
8. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission's requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/apm

cc: C. Rizzi, MWRA  
S. McFee, BWSC





# CITY of BOSTON

Michelle Wu, Mayor

To: [Dylan Norris]  
From: [Nicolas Lau], PWD  
Date: [1/30/2025]  
Subject: [259 Allandale St SPRA] - Boston Public Works Department Comments

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Included here are Boston Public Works Department (PWD) comments for SPRA for 259 Allandale St, Jamaica Plain.

## **Project Coordination:**

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

## **Project Specific Scope Considerations:**

The developer should coordinate with BTM and PWD in regards to the construction of a midblock crossing on Allandale St/Rd. The City would prefer it to be located at the intersection of Allandale Rd/St at 200-234 Allandale.

## **Site Plan:**

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

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

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

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

## **Sidewalks:**

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

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

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



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The Office of the Streets, Transportation, and Sanitation  
(617) 635-4900



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

### **Green Infrastructure:**

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

### **Driveway Curb Cuts**

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

### **Discontinuances**

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

### **Easements**

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

### **Landscaping**

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

### **Street Lighting**

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

### **Roadway**

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

### **Additional Project Coordination**

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



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# CITY *of* BOSTON

Michelle Wu, Mayor

**Resiliency:**

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

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

Sincerely,

**Jeffrey Alexis**

Principal Civil Engineer  
Boston Public Works Department  
Engineering Division



**PUBLIC WORKS DEPARTMENT**

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**MEMORANDUM****November 13, 2025**

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

**FROM:** CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW  
TYLER ROSS, SENIOR PROJECT MANAGER  
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II  
JASON McDONALD, PLANNER  
SCOTT SLARSKY, SENIOR URBAN DESIGNER  
SAM ROY, SENIOR TRANSPORTATION PLANNER

**SUBJECT:** 11-11A PARKER HILL AVENUE, MISSION HILL

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 11-11A Parker Hill Avenue in the Mission Hill neighborhood (the "Proposed Project"), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); (2) enter into a Community Benefits Agreement in connection with the Proposed Project; and any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed project.

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**PROJECT SITE**

The Proposed Project is located on one (1) parcel of land totaling approximately 22,069 square feet located in Mission Hill ("Project Site"). The Project Site currently has an existing twenty-four (24) unit apartment building.

The Project Site is well served by public transportation using the Massachusetts Bay Transportation Authority ("MBTA") system. The Mission Park Green Line Stop is 0.1 miles away from the Project Site, and the Roxbury Crossing Station is 0.7 miles from

the Project Site. Additionally, the Project Site is also served by the MBTA #35, 39, & 66 bus routes.

**DEVELOPMENT TEAM**

The development team consists of:

Owner/Developer:	Savage Properties, LLC 223 Harvard Avenue, #13 Boston, MA 02134
Architect:	Monte French Design Studio 650 Columbus Ave Suite A Boston, MA 02118 Monte French Alex Yoon
Legal Counsel:	Pulgini and Norton, LLP John A. Pulgini, Esq Justin A. Byrnes, Esq 10 Forbes Road Braintree, MA 02184
Landscape Architect	Verdant Landscape Architecture 318 Harvard Street, #25 Brookline, MA 02446 Natalie Adams
Civil Engineer	Civil Environmental Consultants LLC 8 Oak Street Peabody, MA 01960

**PROPOSED PROJECT**

Savage Properties, LLC (the "Proponent") proposes to construct a new six (6) story, seventy-one (71) unit addition to the rear of an existing twenty-four (24) unit apartment building, with the new construction totaling approximately 48,638 square feet of Gross Floor Area on the Project Site ("Proposed Project"). The

seventy-one (71) new units will be composed of five (5) 1-bedroom units, twelve (12) 2-bedroom units and fifty-four (54) studio units, with a residential entry lobby and amenity spaces. Seven (7) vehicular parking spaces will be provide, seventy-one (71) long-term covered and secure bicycle parking spaces will be provided in the proposed garage, and sixteen (16) short-term bike parking spaces will be provided.

The Proposed Project has a Floor Area Ratio of 2.79.

### **PLANNING AND ZONING CONTEXT**

The Proposed Project is located in the MFR-1 Subdistrict of the Mission Hill Neighborhood District, regulated by Article 59 of the Zoning Code. The Proposed Project seeks zoning relief for insufficient additional lot area, excessive floor area, excessive building height, insufficient usable open space, insufficient rear yard, insufficient side yard and insufficient off-street parking.

Parker Hill Avenue is characterized by three-story, three-family dwellings on lots ranging from approximately two to four thousand square feet, interspersed with multifamily dwellings on larger lots, such as 11 Parker Hill Avenue. The unbuilt portion of the site that would be occupied by the new, larger building is primarily used for surface parking.

The site is unique in shape and size among the larger lots found in the area. Through the review process, the project has been adjusted to reflect best practices and staff recommendations, including changes to the site plan to maximize open space and increase accessibility and safety. Staff note that the proposed height would not stand out, as it would be in line with adjacent residences and trees higher up the steep hill. Lastly, zoning violations triggered by additional lot area and off-street parking requirements are very commonplace and are indicative of outdated zoning regulations in the area rather than a deficient design.

### **ARTICLE 80 REVIEW PROCESS**

On October July 16, 2025, the Proponent filed a Small Project Review Application ("SPRA") pursuant to Article 80E of the City of Boston Zoning Code ("the Code"). The BPDA hosted virtual public meetings for the Proposed Project on August 13, 2025 and October 20, 2025. The public comment period in connection with the Proponent's submission of the SPRA was originally intended to end on August 15<sup>th</sup>, 2025 and was subsequently extended to October 17, 2025.

The virtual public meetings were advertised in the relevant neighborhood newspapers and posted to the BPDA's website and a calendar notification as sent to all subscribers of the BPDA's Mission Hill neighborhood updates. Local city and state elected officials received notification of the public meeting via email. The presentation and a recording of the virtual public meeting was published to the 11-11A Parker Hill Avenue project webpage on the BPDA website.

## **ZONING**

The Project Site is located within the Mission Hill Neighborhood District governed by Article 59 of the Zoning Code, more specifically in the Multi-Family Residential-1 District ("MFR-1"). The Proposed Project will be seeking zoning relief from the Zoning Board of Appeals for the following:

- Additional Lot Area for Each Additional Dwelling Unit
- Floor Area Ratio Maximum
- Building Height Maximum (Stories)
- Building Height Maximum (Feet)
- Minimum Usable Open Space Per Dwelling Unit
- Minimum Side Yard
- Minimum Rear Yard
- Off Street Parking
- Off Street Loading

## **INCLUSIONARY ZONING**

The Proposed Project is subject to Zoning Code Article 79 – Inclusionary Zoning, dated October 1, 2024 ("IZ"), and is located within Zone B, as defined by IZ. IZ requires that 17% of the total number of units or residential leasable square footage within Article 80E Small Project developments are designated as IZ units. In this case, twelve (12) units, or approximately 16.90% of total units and 17.05% of residential leasable square footage within the Proposed Project (the "IZ Units"), will be made available to households with incomes not more than 60% of the Area Median Income ("AMI"), as based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and rent limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
101	Studio	544	60%	\$1,266	Group-2A
111	Two-Bedroom	813	60%	\$1,680	
206	Two-Bedroom	775	60%	\$1,680	
212	Micro-Studio	439	60%	\$1,138	
301	Studio	559	60%	\$1,266	
305	One-Bedroom	659	60%	\$1,484	
404	Studio	520	60%	\$1,266	
410	Micro-Studio	411	60%	\$1,138	
502	Studio	552	60%	\$1,266	Group-2A & Sensory
507	Micro-Studio	411	60%	\$1,138	
603	Studio	552	60%	\$1,266	
609	Micro-Studio	411	60%	\$1,138	

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

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

Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident;
- (2) Household size (a minimum of one (1) person per bedroom); and
- (3) Households who are directly displaced or severely rent-burdened (to be marketed for three (3) IZ Units).

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

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

### **ENABLING INFRASTRUCTURE, MITIGATION & COMMUNITY BENEFITS**

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

- The project shall comply with the Streets Green Infrastructure Policy as applicable. The project will comply with the Boston Transportation Department's 2021 Bike Parking Guidelines.
- The proponent will make a one-time monetary contribution of \$19,525.00 to the Boston Transportation Department ("BTD") to be contributed upon issuance of Certificate of Occupancy to support the bikeshare system. In compliance with Boston's Complete Streets Policy, the Proponent will make much-needed sidewalk and streetscape improvements to Parker Hill Avenue within the public right-of-way. A minimum sidewalk width of eight (8) feet as measured from the back of curb will be provided. All sidewalks will maintain at least five (5) feet clear accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. All sidewalk improvements are subject to design review.
- The Proponent has committed to installing at least one (1) street tree within the public right-of-way as part of the enabling infrastructure associated with the Proposed Project. The installation of the proposed street tree, in coordination with the Public Improvement Commission and/or Parks

Department, shall be completed before Certificate of Occupancy issuance for the Proposed Project.

- A structural soil assembly shall be provided for a minimum length of 30 feet, centered on the street tree, extending from back of curb to back of sidewalk. Porous paving should be paired with the soil assembly with the intent to simultaneously manage stormwater, support long-term tree health, and support long-term sidewalk accessibility by deterring root uplift.

PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC. Anticipated PIC actions include Specific Repairs and Pedestrian Easement.

### **ITEMS FOR FURTHER STUDY AND REVIEW WITH PLANNING**

Further development of the drainage and stormwater management strategies. Give consideration to maximizing porosity in areas of paving, with special consideration to accessibility, durability, and maintenance in areas of pedestrian circulation. Give consideration to how steep topography impacts selection of material assemblies Evaluate potential for use of poured-in-place materials in areas of accessible pedestrian circulation.

Further study of the physical relationship and experiential impact of the proposed improvements to abutting buildings and open spaces.

### **RECOMMENDATION**

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval pursuant to Section 80E-6 of the Code in connection with the Proposed Project (2) enter into a

Community Benefits Agreement; and (3) execute and deliver any and all other agreements and documents that the Director deems necessary and appropriate in connection with the Proposed Project.

An appropriate vote follows:

**VOTED:** That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving Savage Properties LLC's proposed development consisting of a six story, residential addition consisting 71 rental units, 71 bicycle parking spaces and 7 vehicular parking spaces located at 11-11A Parker Hill Avenue in the Mission Hill neighborhood of Boston in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review; and

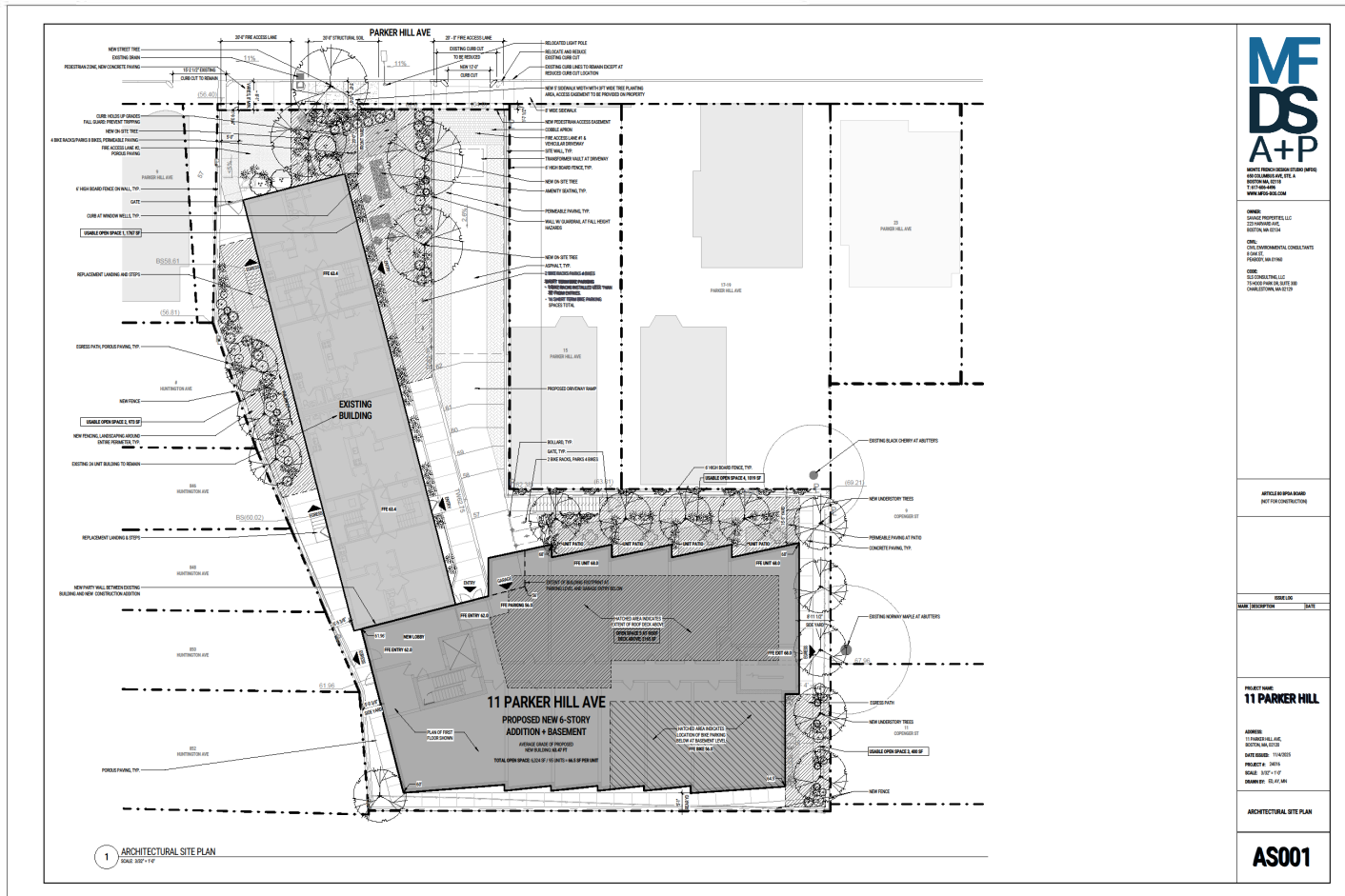
**FURTHER  
VOTED:** That the Director be, and hereby is, authorized to execute and deliver a Community Benefit Agreement and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.



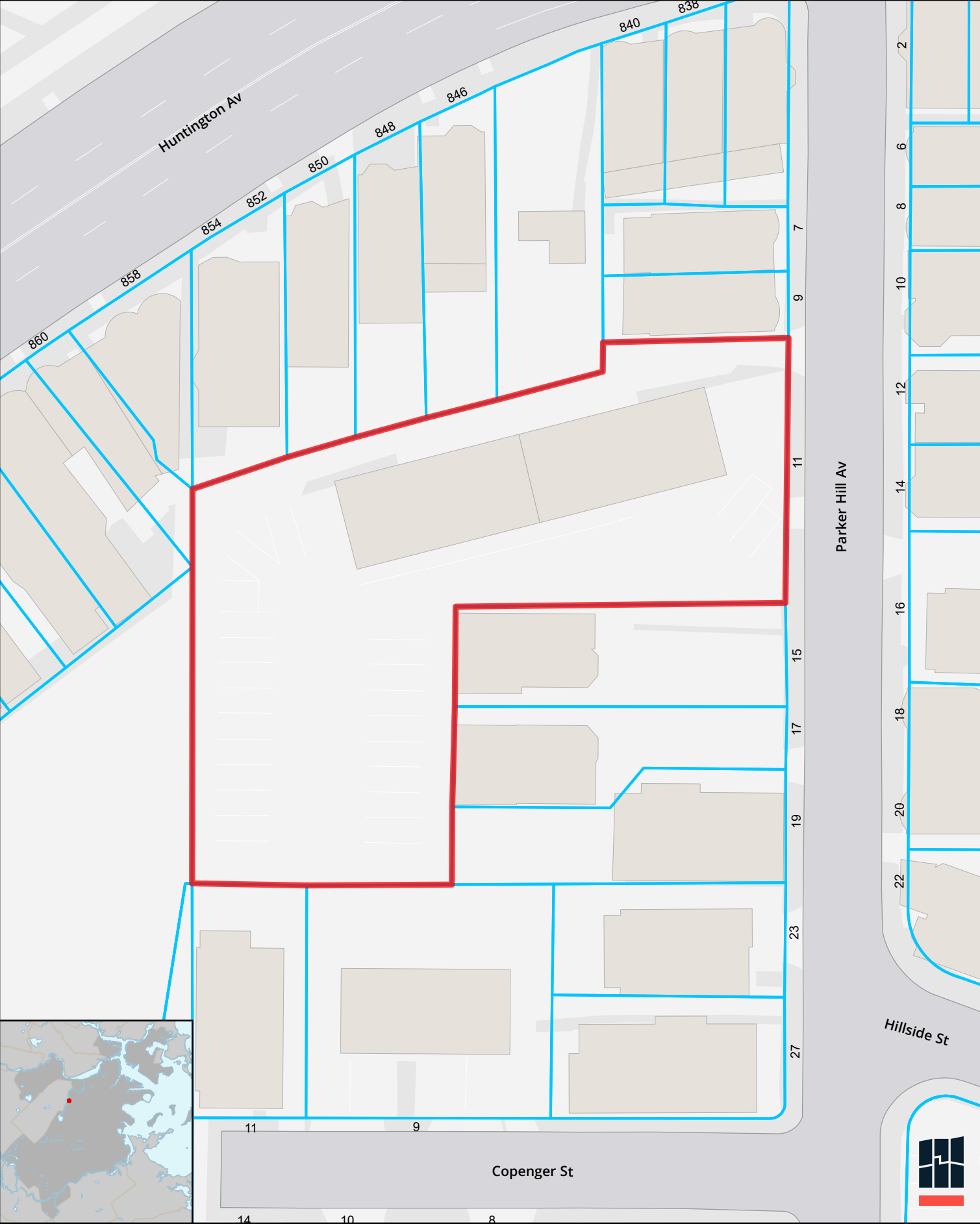
**Exhibit A**

<b><u>Estimated Project Metrics</u></b>	<b>Proposed Plan</b>
<b>Gross Square Footage</b>	49,145
<b>Gross Floor Area</b>	46,638
<i>Residential</i>	46,638
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	7
<b>Development Cost Estimate</b>	\$8,000,000
<b>Residential Units</b>	71
<i>Rental Units</i>	71
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	12
<b>Maximum Parking spaces</b>	7
<i>Long-term Bicycle Parking</i>	71
<i>Short-term Bicycle Parking</i>	16
<i>Location of Bike Room</i>	Garage
<i>Bluebike Docks</i>	0
<i>Bluebike Stations</i>	0
<i>Minimum Monetary Bluebike Contribution</i>	\$19,525
<i>Loading Bays</i>	0

**Exhibit B**



# 11-11A Parker Hill Avenue





# 11-11A Parker Hill Avenue

