

MEMORANDUM

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

FROM: Tharika Lecamwasam
Planning Department

DATE: January 21, 2026

RE: BPDA Recommendations

Please find attached, for your information, BPDA recommendations for the January 27, 2026 Board of Appeals Hearing.

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



Case	BOA1803649
ZBA Submitted Date	2025-12-03
ZBA Hearing Date	2026-01-27
Address	181 Commonwealth AV Boston 02116
Parcel ID	0502950000
Zoning District & Subdistrict	Boston Proper H-3-65
Zoning Article	32-4
Project Description	The project will substantially rehabilitate an existing five-story rowhouse.
Relief Type	Conditional Use
Violations	GCOD Applicability

Planning Context:

181 Commonwealth Avenue is located in the Back Bay neighborhood, in the middle of a block of connected rowhomes of similar scale and architecture. The applicant proposed substantial renovations to the structure including complete interior remodel, the construction of a roof deck headhouse, exterior repairs, a new garage, and new rear balconies.

Zoning Analysis:

The subject property was cited for Article 32 of the zoning code. While an amendment to this section of the code was approved by the Zoning Commission in October 2025, removing the applicable requirement, this project was filed in June 2025, before said amendment, and is therefore subject to the previous regulations.

Art. 32, Sec. 4: Projects that constitute a Substantial Rehabilitation require a conditional use permit within the Groundwater Conservation Overlay District (GCOD). To grant a conditional use permit, a project must meet two requirements: 1) "promote infiltration of rainfall into the ground by capturing within a suitably-designed system a volume of rainfall on the lot equivalent to no less than 1.0 inches across that...lot area occupied by the structure to be Substantially Rehabilitated" and 2) "result in no negative impact on groundwater levels within the lot." The proposed project's designed system must be submitted to the Groundwater Trust and Boston Water & Sewer Commission for review, comment, and approval.



Plans reviewed are titled "181 Commonwealth Ave," prepared by Grassi Design Group, and dated August 2025.

Recommendation:

In reference to BOA1803649, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1803497
ZBA Submitted Date	2025-12-03
ZBA Hearing Date	2026-01-27
Address	29 Rowe ST Roslindale 02131
Parcel ID	1903817000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	The proposal is to erect two new two-family dwellings on an 4,104-square-foot lot, with off-street parking accommodated in enclosed garages.
Relief Type	Variance
Violations	Usable Open Space Insufficient Parking Lot Area Insufficient Additional Lot Area Insufficient Lot Width Insufficient FAR Excessive Height Excessive (stories) Height Excessive (ft) Front Yard Excessive Lot Frontage Insufficient Side Yard Insufficient Rear Yard Insufficient

Planning Context:

The subject property is located at 29 Rowe Street in the Roslindale neighborhood of Boston, within a predominantly residential area characterized by one-, two-, and three-family dwellings.

The lot is currently unoccupied and includes two to three mature trees, contributing to the existing green character of the streetscape. The site is situated on a sloped portion of Rowe Street, with noticeable changes in grade that influence the site's physical conditions.

The site is approximately 0.8 miles from the Roslindale Village MBTA Commuter Rail Station on the Needham Line, which provides service to Downtown Boston. Local bus service is available along Hyde Park Avenue and Cummins Highway, which function as key transit corridors connecting the neighborhood to Roslindale Village, Forest Hills, and other parts of the city. The property is located approximately 0.2 miles from Brooke Charter School, a significant institutional use within the neighborhood.

**Zoning Analysis:**

The first violation concerns lot area. The 2F-5000 subdistrict requires a minimum lot area of 5,000 square feet. As shown on the zoning summary, the subject parcel contains 4,104 square feet, which is below the minimum required. As a result, the proposal does not meet the minimum lot area requirement of the district. Zoning relief is appropriate as undersized lots developed with one- and two-family homes are common along Rowe Street, reflecting a pattern that predates current zoning.

The second violation involves additional lot area per dwelling unit. Article 67 requires 3,000 square feet of additional lot area per dwelling unit. The proposal is for a two-family residence; however, the plans indicate that no additional lot area is provided. As such, the proposal does not comply with the additional lot area requirement. Zoning relief is appropriate as other two-family dwellings along Rowe Street are located on similarly sized parcels that do not meet the required additional lot area requirements.

The third violation relates to lot width and lot frontage. The zoning code requires a minimum lot width of 50 feet and a minimum lot frontage of 50 feet in the 2F-5000 subdistrict. As shown on the zoning summary, the proposed lot width and lot frontage are both 42.5 feet, which is below the required minimum. Zoning relief is appropriate as several parcels along Rowe Street have similar widths and frontages, and the proposal maintains similar spacing.

The fourth violation concerns floor area ratio (FAR). The 2F-5000 subdistrict permits a maximum FAR of 0.50. The zoning summary indicates that the proposal has an FAR of 0.99, which exceeds the maximum permitted under Article 67. Zoning relief is appropriate as the proposed FAR results in building massing that is comparable to nearby residential structures and is consistent with the neighborhood.

The fifth and sixth violations involve building height in stories and feet. Article 67 limits building height to 2.5 stories in the 2F-5000 subdistrict. The proposal is for a four-story building. In addition, the zoning code establishes a maximum building height of 35 feet, while the proposal measures 50.83 feet. Zoning relief is appropriate as Rowe Street is characterized by sloping topography, which increases the measured height and number of stories, and the proposed building is consistent with nearby residential structures constructed on similar grades.



The seventh violation relates to usable open space. The 2F-5000 subdistrict requires 1,750 square feet of usable open space per dwelling unit, or 3,500 square feet total for a two-family residence. The zoning summary indicates that the proposal provides 689 square feet total, consisting of 305 square feet of patio space and 384 square feet of roof decks. Zoning relief is appropriate as, due to site topography, nearby residential structures similarly rely on a combination of ground-level and roof-level open space rather than large contiguous rear yards.

The eighth violation concerns front yard setback. Article 67 requires a minimum front yard depth of 20 feet, compared to 19 feet that is proposed. Zoning relief is appropriate as the proposed front yard depth is consistent with the established building alignment along Rowe Street and reflects existing front yard conditions on the block.

The ninth violation involves side yard depth. The zoning code requires a minimum side yard depth of 10 feet. The proposal provides side yards measuring 3 feet and 7.33 feet, both of which are below the minimum required. Zoning relief is appropriate as reduced side yards are common among nearby residential structures and the proposed setbacks maintain adequate separation between buildings consistent with surrounding development patterns.

The tenth violation concerns rear yard depth. Article 67 requires a minimum rear yard depth of 40 feet. The zoning summary indicates that the proposal provides a rear yard depth of 28.16 feet. Zoning relief is appropriate as rear yard depths of similar dimensions are found on nearby residential parcels and the proposal continues to provide usable outdoor space consistent with neighborhood conditions.

The eleventh and final violation concerns off-street parking. While the proposal provides two on-site parking spaces within enclosed garages, the parking configuration does not comply with the requirements of Section 67-32.4.a, because it provides front yard parking as well as a first floor garage. Most properties along Rowe St, which as significant topographical change from the street level to the homes, rely on available on-street parking. Providing garage and front yard parking requires significant excavation and retaining walls that disrupt the topography and parking pattern of the street. As a result, the Planning Department recommends that the parking be eliminated from this project so that the design could be contextual with neighbors. This would also bring the structure better aligned in height with surrounding properties and the zoning requirements.



Zoning relief for other elements is appropriate as the proposed configuration reflects existing site constraints.

Recommendation:

In reference to BOA1803497, The Planning Department recommends APPROVAL WITH PROVISO/S: that the front yard parking be eliminated from the project and that plans be submitted to the Planning Department for design review.

Reviewed,

Deputy Director of Zoning



Case	BOA1789141
ZBA Submitted Date	2025-10-16
ZBA Hearing Date	2026-01-27
Address	27 Millet ST Dorchester 02124
Parcel ID	1700197000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-6000
Zoning Article	65
Project Description	Erect new three-story, four-unit residential dwelling with two rear parking spaces.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Lot Area Insufficient Lot Frontage Insufficient Parking or Loading Insufficient Lot Width Insufficient Forbidden Use

Planning Context:

The proposed project would construct a new three-story, four-unit residential building on Millet Street in Dorchester. The proposed project is located just south of Franklin Park and a block north of Harambee Park. This area of Dorchester is characterized by smaller residential buildings, with one-, two-, and three-family residential buildings being the predominant form.

The proposed project is situated less than a quarter mile from Talbot Avenue, a major thoroughfare in the area and the local commercial hub.

The area is located within a quarter mile of the Fairmont Indigo MBTA Commuter Rail Station. Off-street parking is extremely common, with tandem and parallel parking being present on most buildings along Millet St.

Zoning Analysis:

The first two violations are in regard to insufficient lot width and insufficient lot frontage. In this case, they follow the same dimensional requirements, and the frontage and width are the same measurement at the front of the property. The lot width and frontage is 40 feet while the zoning



code requires a frontage of 50 feet. This is also a disconnect between the zoning code and the existing typical parcelization along Millet Street. The frontage requirement is the same along all of Millet Street, meaning that almost every lot on the street is out of compliance with the existing zoning code. These violations create an unusable parcel and place a hardship on the proponent in order to follow the zoning code. A variance should be granted and zoning updates should be explored.

In a similar vein, the project has also been cited for insufficient lot area. The zoning code requires a lot of 6,000 square feet, while the proposed project is located on a lot that is approximately 3,500 square feet. This again highlights a disconnect between the zoning code and existing parcelization. The proposed lot is of a similar size to typical lots for the neighborhood. If this regulation were to be strictly followed, none of the existing neighborhood would be allowed to be built. This project is of a similar scale to nearby buildings, on a lot that is similar in scale to nearby lots, highlighting its appropriate fit in the area.

The next two violations are in regard to the side, rear, and front yard setbacks for the proposed project. There is a front yard requirement of 10 feet where the proposed project is leaving a front yard of 3 feet. The side yard has a requirement of 10 feet while only providing a 3 foot setback. The project proposed a rear setback of 20 feet, while a minimum of 30 feet is required by zoning. These highlight the disconnect between zoning code and built reality. The proposed project is being built to a similar scale as its neighbors, on a similar lot size to its neighbors. If this requirement were to be strictly followed, the character of the neighborhood would change drastically. The proposed setbacks are in line with neighboring properties and fit well within established neighborhood design.

The project is also in violation of the height requirement for the area. The zoning allows for a 2.5-story building while the proposed project is a full three stories. However, the overall height of the building is just under the 35-foot maximum that also exists within the code. The proposed project fits a full three stories under the 35-foot height zoning code requirement. In addition, many of the neighboring buildings, including its direct neighbor, have a full three stories already. Two-and-a-half and full three-story buildings are common in this area. By adhering to the height limit in feet, the project fits three stories in a way that adheres to the existing neighborhood fabric.



Related to the height of the project, the FAR is also in violation of the zoning code. The zoning code allows for an FAR of up to 0.4 while the proposed project would have an FAR of 1.13. This again reflects a disconnect between the zoning code and reality. Most nearby dwellings do not meet this requirement. Two-and-a-half and three-story buildings on similar-sized lots to the proposed project are typical. The disconnect between height and setbacks between the code and the reality causes the FAR limit calculated for the area to be inappropriate for the existing scale.

The final two violations are in regard to parking. The proposed project would have two direct access parallel parking spaces in the rear setback at the end of a driveway. The zoning code requires a parking ratio of 1.25 parking spaces per unit, or 5 spaces total for this particular project. However, this is an unrealistic standard. The proposed project is similar in scale to many of its neighbors, including the proposed off-street parking quantity and design. The proposed design allows for an appropriate amount of open space and pervious surface, while accommodating an appropriate off-street parking ratio of 0.5.

This project is proposing a forbidden use: multifamily residential. The area is zoned for up to three units, while the proposed project would have a total of four units. However, multifamily residential is common in this area, with many larger multifamily buildings within a two block radius. As outlined above, the proposed project is of a similar scale and density to nearby existing projects: the proposed design fits a unit above the zoning maximum of 3 without creating a building that stands out from neighborhood character. The appropriate sizing of the building, with the added neighborhood multifamily context, points to the appropriate fit of multifamily residential.

The plans reviewed are titled 27 Millet St and are dated 7/18/25. They were prepared by Caleb Charles of Context Design.

Recommendation:

In reference to BOA1789141, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen O'neal

Deputy Director of Zoning



Case	BOA1767611
ZBA Submitted Date	2025-08-25
ZBA Hearing Date	2026-01-27
Address	11 Inwood ST Dorchester 02125
Parcel ID	1502153000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Proposed amendment to an existing permit at 11 Inwood Street to convert the structure from three to four dwelling units. Scope of work includes expanding livable area of first-floor unit into basement, reconfiguration of roof from flat to gable with dormers to support creation of a fourth unit, and addition of rear balconies for second- and third-story units.
Relief Type	Forbidden Use, Variance
Violations	FAR Excessive Height Excessive (ft) Height Excessive (stories) Front Yard Insufficient Rear Yard Insufficient Side Yard Insufficient Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Use: Forbidden

Planning Context:

The proposal is an amendment to a residential structure currently under development. ERT742845, issued May 23, 2024, authorized the construction of a new three-story, three-family, wood-framed building on a formerly vacant lot, including three off-street parking spaces. This amendment modifies the unit count, FAR, overall height (in feet and stories), rear yard, and roof form, while maintaining the previously approved building footprint, front and side yard conditions, and off-street parking configuration. Nearmap imagery dated September 28, 2025 confirms that the structure approved under the original permit has been constructed and that the parking and driveway arrangement is consistent with the plot plan submitted with this Refusal Letter.



The 3F-5000 Subdistrict is intended to accommodate single-, two-, and three-family dwellings on long, relatively narrow parcels. Development along Inwood Street is generally uniform in scale and character, with nearly all structures rising three-and-a-half stories under gable roofs. Multi-story bay windows, front and rear decks, shallow front yards with minimal landscaping, narrow side yards, and generous rear setbacks accommodating driveways and off-street parking are consistent features along both sides of the street.

The project site is well served by transit and public amenities. It is located approximately a ten-minute walk from the Four Corners/Geneva Commuter Rail Station and a two-minute walk from bus service along Bowdoin Street, served by the 15 and 17 routes. Norton Street Playground is immediately adjacent to the site, with Ronan Park and the John P. Holland Community Center within approximately twelve- and six-minute walks, respectively. This proximity to transit and publicly accessible open space supports a modest increase in residential density and aligns with the objectives of *Housing a Changing City: Boston 2030* (2018).

Zoning Analysis:

The proposed project requires relief under Article 65-15, as multi-family residential use is a forbidden use within the 3F-5000 Subdistrict, and incurs nine dimensional violations under Article 65-9: Insufficient Lot Area, Width, and Frontage; Excessive FAR and Building Height (Feet and Stories); and Insufficient Front, Rear, and Side Yards. The Refusal Letter additionally cites 'Insufficient Usable Open Space' however, this citation is an error. Pursuant to Article 65 Table C, usable open space requirements only apply to semi-attached dwellings, row houses, and town houses. As this proposal falls under the "Any Other Dwelling or Use" category, no usable open space is required, and this violation should not apply.

The structure currently under construction at 11 Inwood Street was previously approved by the Zoning Board of Appeals under ERT 742845 with dimensional relief for Insufficient Lot Area, Width, and Frontage; Excessive FAR and Building Height (Stories); and Insufficient Front and Side Yards. As the approved three-story, three-family dwelling now exists on the site, the dimensional relief previously granted should be upheld through this amendment. The project remains subject to the constraints of an undersized lot and a nonconforming residential structure, and continued relief is appropriate under Article 7-3, as strict enforcement of Article 65 dimensional standards would result in demonstrable and substantial hardship.



This amendment introduces two new dimensional violations: Excessive Building Height (Feet) and Insufficient Rear Yard, and adds a forbidden multi-family use pursuant to Articles 65-9 and 65-15. While Article 65 Table A identifies multi-family residential use as forbidden in 3F Subdistricts, the unique conditions of this lot and the established architectural context along Inwood Street support the issuance of a use variance. The fourth unit is accommodated by replacing the previously approved flat roof with a gable roof and side dormers, increasing the building height to 42'-3". This height is consistent with the prevailing three-and-a-half story, gable-roofed residential structures along Inwood Street, which commonly measure approximately 42' in height. The integration of the fourth unit within the attic level preserves the previously approved building footprint while aligning the structure more closely with the surrounding streetscape. Strict adherence to the three-family use limitation on this site would ignore the practical reality that the amended structure remains consistent in massing, scale, and appearance with nearby homes while providing an additional unit. Off-street parking requirements increase from 1.0 to 1.25 spaces per unit for multi-family dwellings under Article 65 Table F; however, the site already provides sufficient off-street parking given the parcel's size constraints, proximity to transit, and availability of on-street parking along Inwood Street. Requiring additional parking would render the amendment infeasible and should not preclude approval of the use variance.

The proposed roof modification increases the building height from a previously compliant 35', three-story flat-roofed structure to a four-story, 42'-3" gable roof structure. While this change marginally worsens the story-based height violation and introduces a feet-based height violation, it results in a structure that is more consistent with the height, massing, and roof forms of surrounding homes. Dimensional relief is therefore appropriate, as the amendment enhances neighborhood conformity rather than detracting from it.

The rear yard violation results from the addition of second- and third-floor balconies, a common architectural feature throughout Inwood Street and the surrounding 3F-5000 Subdistrict. While the subdistrict requires a minimum rear yard depth of 30 feet, the amended project provides an 18' rear yard that continues to accommodate the previously approved driveway and off-street parking configuration. Given the absence of any usable open space requirement in this subdistrict and the prevalence of similar rear yard conditions nearby, relief is appropriate for this newly created dimensional violation.



Plans reviewed are titled "Proposed Four Family Amendment to Existing Permit 11 Inwood Street, Dorchester, MA." prepared by T Design, LLC. and dated 7/24/2025.

Recommendation:

In reference to BOA1767611, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1766723
ZBA Submitted Date	2025-08-21
ZBA Hearing Date	2026-01-27
Address	49 to 51 Callender ST Dorchester 02124
Parcel ID	1402843000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	This project 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.
Relief Type	Variance
Violations	Two or More Dwelling Same Lot Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Side Yard Insufficient Rear Yard Insufficient

Planning Context:

49-51 Callender St is a three-unit dwelling in a primarily residential area. 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 includes both a new construction three-unit building that shares the same outer facade as the existing dwelling at 49 Callender St and adding a rear addition to the home at 49 Callender St. In each home, there is one unit per story with three bedrooms in each unit. The proposed projects keep with the established character of the neighborhood.

Zoning Analysis:

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



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

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

The maximum FAR for this lot is 0.8 and the proposed FAR is 1.16 for 49 Callender St and 1.47 for 51 Callender St. There are several examples of homes that exceed the maximum FAR requirement in the immediate vicinity, such as 25-27 Lauriat St (0.98), 64 Callender St (0.87), 67 Callender St (1.03). Because the project's FAR would not be out of conformity with surrounding properties and the new building footprint maintains appropriate lot coverage, relief is recommended.

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

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



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

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

Recommendation:

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

Reviewed,

Deputy Director of Zoning



Case	BOA1802569
ZBA Submitted Date	2025-11-28
ZBA Hearing Date	2026-01-27
Address	9 Hamlet ST Dorchester 02125
Parcel ID	0703881000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Convert existing building basement into a single unit.
Relief Type	Variance
Violations	FAR Excessive Parking or Loading Insufficient Forbidden Use

Planning Context:

The proposed project site is in Dorchester in Uphams Corner. This is a residential community comprised of 2-, 3-, and 4-plus family housing located a short walk to the local retail and services corridor along Columbia Road. This area is best served by bus transportation on Columbia Road, Dudley Street, and MBTA Commuter Rail service at Upham's Corner Station. The proponent proposes converting the existing triple-decker building into a three-story, four-unit residential building by renovating the basement. Adding housing through the introduction of additional density near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans. The new unit count triggers new requirements for accessibility and fire safety according to state building code. An approved design will need to have a fully accessible first floor dwelling unit, main entrance, and any common areas due to the total unit count (4) as per ADA regulations. While a triple-decker is contextual in this area, the proposed project needs to comply with accessibility regulations, fire safety regulations, and design guidelines.

9 Hamlet Street is not located in the Coastal Flood Resiliency Overlay District or an area at risk of flooding. The proposed project is in line with the most buildings in the area in terms of massing, unit count, and it is in line with City planning goals related to housing and climate resiliency.

**Zoning Analysis:**

The proposed alteration converts the basement of the existing triple-decker style building into a single unit. The project also violates FAR and parking requirements. However, these are pre-existing violations which are contextual with neighboring sites. The required 0.5 FAR and 1.25 parking spaces per unit are not contextual conditions of neighboring lots and are not possible for this lot without demolition of the existing structure. The zero provided off-street parking spaces will not change due to this project. The lot conditions are conducive to infill development and internal renovations, but not additions to footprint, like adding parking.

This site is governed by the Dorchester Neighborhood Articles which prohibit basement level units (Section 65-8.2.) Basement units with express risk of being impacted by sea level rise and flooding events are mapped in the CFROD. The project site is not located in this district, therefore, garden-level units are both feasible and sensible infill options for this area if lot conditions allow. However, development in basements is most suitable for sloped sites as this creates conditions that allow for adequate access to light and air through ceiling height, means of egress, windows, and at-grade entrances where possible. The topography of this site does not allow for a ground level entrance, the proposed design has low ceilings (6'), and one of the bedrooms does not have access to a window well. The bedroom with a window would need to be measured to ensure it is large enough for an egress well and another window egress should be added to the second bedroom. The ceiling would also need to be made higher across the entire unit.

Plans reviewed are titled "9 Hamlet Street. Dorchester, MA. 02125", prepared by Kallon Arch. Design & Contracting Co., and dated 2/11/2014.

Recommendation:

In reference to BOA1802569, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review of the existing basement dimensions for feasibility as an ADU.

Reviewed,

Deputy Director of Zoning



Case	BOA1783703
ZBA Submitted Date	2025-09-29
ZBA Hearing Date	2026-01-27
Address	198 Marion ST East Boston 02128
Parcel ID	0106462000
Zoning District & Subdistrict	East Boston Neighborhood 3F-2000
Zoning Article	53
Project Description	The project seeks to renovate the interior of an existing mixed-use building (two dwelling units and a ground floor commercial unit) to a four-unit dwelling.
Relief Type	Conditional Use, Variance, Forbidden Use
Violations	Parking or Loading Insufficient Roof Structure Restrictions GCOD Applicability CFROD Applicability Building Lot Coverage Excessive Use: Forbidden

Planning Context:

198 Marion Street is an existing three-story mixed-use building (two residential units and a vacant retail store). The surrounding area is primarily residential with buildings ranging from two to three stories in height and two to four units. The property is located approximately 0.3 miles away from the MBTA Blue Line Airport Station. The project proposal includes a substantial rehabilitation to the existing structure to update the interior and create two ground-floor residential units where the current vacant commercial space exists and construct a roof deck. The refusal letter cited the zoning district for the subject property as 3F-2000. However, this property was filed on August 20, 2025, and PLAN: East Boston zoning was approved on April 24, 2025. As such the subject property is subject to EBR-3 zoning, where the property is currently located.

This project is located in the Coastal Flood Resilience Overlay District (CFROD). PLAN: East Boston states that "Climate change threatens existing housing in low-lying areas. Large portions of the Paris Flats, Maverick Central, and Harbor View are at particular risk of flooding—although nearly every part of East Boston has at least some portion located within the Coastal Flood Resilience Overlay District (CFROD). The CFROD plays an important role in shaping new development. Proposed projects within the CFROD are subject to resilience review, which looks



at the siting of mechanical systems, access, and ground floor elevation. For proposed projects in the CFROD, new or extended living space must be located above the Sea Level Rise - Design Flood Elevation." The plans show two residential units at the lot's grade; however all residential units must be located at or above the area's Sea Level Rise-Design Flood Elevation (19.5 feet).

The property is also within a Groundwater Conservation Overlay District (GCOD). As such, it is especially crucial that this project has adequate permeable area. PLAN: East Boston states that "permeable areas are needed to support groundwater recharge and limit stormwater runoff that contributes to neighborhood flooding and worsens water quality" and that infill development in Neighborhood Residential areas should preserve privately-owned open space and increase permeable areas.

Zoning Analysis:

The subject property was cited for five violations in total (Forbidden: Use, Roof Structure Restrictions, GCOD Applicability, CFROD Applicability, Excessive Lot Coverage, and Insufficient Parking).

Within the EBR-3 district only up to three units is permitted as such, the addition of a four unit at the subject property is prohibited. In addition to this violation, the property was cited for insufficient parking. At four units the subject property must provide a total of four parking spaces (one per dwelling unit) although there is no parking proposed. However, when there is less than 3 units, no parking is required. The property was also cited for excessive lot coverage, in the EBR-3 District a maximum lot coverage of 60% is permitted however the subject property has an existing lot coverage of 68% which will be minimally increased to 69%.

The property was also cited for Rood Structure Restrictions. As per Section 53-25 of the Zoning Code, these alterations trigger the need for a conditional use permit. Conditional uses are required to meet several criteria to be approved, including that they must: (1) be appropriate to the location; (2) not adversely affect the surrounding neighborhood; (3) avoid creating serious hazard to pedestrians and vehicles; and (4) not create nuisance.

The project is located in the Groundwater Conservation Overlay District (GCOD). The purpose of the GCOD is to protect wood pile foundations of buildings from being damaged by lowered groundwater levels. Projects that fall within GCOD and involve the erection or extension of any structure designed or used for human occupancy or access, mechanical equipment, or laundry

BOA1783703

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or storage facilities, including garage space, if such construction involves the excavation below grade to a depth equal to or below eight (8) feet above Boston City Base, are required to obtain a conditional use permit.

The project is also flagged for Article 25 (flood hazard district). It appears the project is not in a flood hazard district but is in the Coastal Flood Resiliency Overlay District (Article 25A), which means that the addition or extension of Residential Uses below the Sea Level Rise-Design Flood Elevation (SLR-DFE) (19.5 ft in this case) would be prohibited under new East Boston zoning is prohibited and the project proposes two.

The project proponent should consider a project that aligns with the permitted number of units within the designated zoning district and comply with the design and construction standards of the Coastal Flood Resilience Overlay District.

Plans submitted by Peter Nolan and Associates titled 198 Marion Street on August 28, 2025, and reviewed by ISD on September 3, 2025.

Recommendation:

In reference to BOA1783703, The Planning Department recommends DENIAL WITHOUT PREJUDICE.

Reviewed,

Deputy Director of Zoning



Case	BOA1788402
ZBA Submitted Date	2025-10-14
ZBA Hearing Date	2026-01-27
Address	18 to 22 Breed ST East Boston 02128
Parcel ID	0101629000 and 0101628000
Zoning District & Subdistrict	East Boston Neighborhood MU-4
Zoning Article	53
Project Description	The project proposes combining the parcels at 21 and 17 Ford St and rehabilitating an existing mixed-use building into a six-unit, 27-bedroom lodging house with six parking spaces.
Relief Type	Variance
Violations	Permeable Area of Lot Insufficient CFROD Applicability Use: Forbidden

Planning Context:

18 to 22 Breed ST East Boston 02128 (AKA 21 & 17 Ford St) is an existing mixed-use building and paved parking lot located near Orient Heights Square. The property is located within the PLAN: East Boston: Squares + Corridors planning area which is designated to amplify important points of gathering and connection within the neighborhood and provide residents with access to goods and resources. Squares and Corridors planning areas are also nearby public transit (subject property is approximately 0.5 miles from the Orient Heights MBTA Station). The project proposal includes combining two parcels (21 & 17 Ford Street) and rehabilitating an existing mixed-use structure (8,691 square feet) into a lodging house with six units, 27 bedrooms, and six parking spaces. There is no proposed exterior work.

Although the refusal letter states that the property is located within the NS district, it was filed on October 14, 2025 and PLAN: East Boston zoning was approved on April 14, 2024. As such, it is subject to the use and dimensional regulations of the MU-4 district in which it is now located. Additionally, this project is located in the Coastal Flood Resilience Overlay District (CFROD). PLAN: East Boston states that "Climate change threatens existing housing in low-lying areas. Large portions of the Paris Flats, Maverick Central, and Harbor View are at particular risk of flooding—although nearly every part of East Boston has at least some portion located within the



Coastal Flood Resilience Overlay District (CFROD). The CFROD plays an important role in shaping new development. Proposed projects within the CFROD are subject to resilience review, which looks at the siting of mechanical systems, access, and ground floor elevation. For proposed projects in the CFROD, new or extended living space must be located above the Sea Level Rise - Design Flood Elevation."

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

Zoning Analysis:

The subject property was cited for three violations (CFROD applicability, insufficient permeable area and forbidden use). Although the refusal letter cites NS as the zoning district for the subject property, this case was filed on March 17, 2025 and PLAN: East Boston zoning was passed on April 24, 2024. As such the property is subject to the MU-4 zoning district regulations, where it is currently located. Within the MU-4 zoning district, a minimum of 15% permeable lot area is required for lots less than 11,000 square feet (approximately 672 square feet). It is unclear the percentage of the lot that will be permeable as a landscaping plan for the project is not provided. However, the deficiency in the permeable area is an expansion (through the combination of parcel 0101628000 which is a paved parking lot) of an existing condition making the deficiency legal non-conforming.

The subject property is proposing a six-unit, 27-bedroom lodging house at the site; however lodging houses are not permitted in the MU-4 District. A fundamental goal of Plan: East Boston Squares and Corridors is to preserve and enhance ground floor commercial uses. The proposed project seeks to convert what is a currently mixed- use building into an entirely residential building, converse to the planning activation goals for the area. Additionally, the use of the property as a lodging house is not contextual with the neighborhood as primary uses in the area are commercial (restaurants, corner stores, and cafes) and residential.



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

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

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

Recommendation:

In reference to BOA1788402, The Planning Department recommends DENIAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1787097
ZBA Submitted Date	2025-10-09
ZBA Hearing Date	2026-01-27
Address	128 Bennington ST East Boston 02128
Parcel ID	0106571000
Zoning District & Subdistrict	East Boston Neighborhood EBR-4
Zoning Article	53
Project Description	The proposal seeks to demolish an existing single-family dwelling and garage and erect four residential units with four (3) parking spaces.
Relief Type	Variance, Conditional Use
Violations	Rear Yard Insufficient GCOD Applicability CFROD Applicability Parking or Loading Insufficient

Planning Context:

128 Bennington ST is a two-story; one-unit dwelling located in the Eagle Hill Neighborhood of East Boston. The subject property is located on a long and rectangular lot, consistent with other lots in the neighborhood. Additionally, the neighborhood is comprised of a variety of building typologies and uses ranging from single story commercial buildings, mixed use, and six-unit residential buildings. Bennington St is located within the PLAN: East Boston Squares and Corridors planning area, these areas were designated to promote community connections to resources and goods. They are also nearby public transit. The property is well serviced by a number of MBTA bus routes and is within a five-minute walking radius of the MBTA Blue line Airport Station.

The site is also within the Groundwater Conservation Overlay District (GCOD) and Coastal Flood Resilience Overlay District (CFROD), which indicates a high level of vulnerability of flooding under future sea level rise. PLAN: East Boston Additionally, PLAN: East Boston Squares and Corridors planning areas are also extremely vulnerable to flooding highlighting the need for resilient design and construction.

Zoning Analysis:



The proposed project was cited for two violations: insufficient rear yard setback and GCOD Applicability on the initial refusal letter. However, after further review, two (2) additional violations were found: insufficient parking and CFROD Applicability.

The project proposes a rear yard setback of 36 feet when 33.3 feet is required (1/3 the lot depth). As such, the rear yard setback at the proposed subject property is not deficient and the violation does not apply. The property seeks to erect four units and as such would be required to provide four parking spaces (one per dwelling unit) however there are only three proposed.

Section 32-3 of the City of Boston Zoning Code states " 1. Applicability for Dig Down, Lot Coverage, and Paving Projects. Any Applicant seeking a building permit for a Proposed Project within a Groundwater Conservation Overlay District shall be subject to the requirements of this Section 32-3 where such Applicant seeks: a. The erection or extension of any structure designed or used for human occupancy or access, mechanical equipment, or laundry or storage facilities, including garage space, if such construction involves the excavation below grade to a depth equal to or below eight (8) feet Boston City Base (other than where such excavation is necessary for, and to the extent limited to, compliance with the requirements of this article).b The erection or extension of any structure, where such new structure or extension will increase the Lot Area covered by the Ground Floor of each building on the Lot by more than fifty (50) square feet; or c. Any new or replacement paving of an existing paved surface." As such the project proponent will need additional review from the Boston Water & Sewer Commission for a GCOD certification to grant a conditional use permit for the subject property.

The project is also flagged for Article 25 (Flood Hazard District). It appears the project is not in a Flood Hazard District but is in the Coastal Flood Resiliency Overlay District (Article 25A), which means that the addition or extension of Residential Uses below the Sea Level Rise-Design Flood Elevation (SLR-DFE) (19.5 ft in this case) would be prohibited under new East Boston zoning.

The project proponent should consider a project that is in alignment with the regulations of Article 25A (Coastal Flood Resilience Overlay District) and avoid having any residential use at or below the design flood elevation.

Plans titled " 128 Bennington Street), submitted by CLDA Architects on September 1, 2024.



Recommendation:

In reference to BOA1787097, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project in alignment with updated zoning, specifically because of its location in the Coastal Flood Resiliency Overlay District.

Reviewed,

Kathleen Onofre

Deputy Director of Zoning



Case	BOA1789969
ZBA Submitted Date	2025-10-20
ZBA Hearing Date	2026-01-27
Address	7 Browning AV Dorchester 02124
Parcel ID	1402147000
Zoning District & Subdistrict	Greater Mattapan Neighborhood 3F-5000
Zoning Article	60
Project Description	Erect three-story three-family dwelling with nine total bedrooms on a currently vacant lot. Project will provide three off-street parking spaces accessed through the extension of an existing curb cut supporting driveway access to 5 Browning Avenue.
Relief Type	Variance
Violations	Parking Design and Maneuverability Lot Area Insufficient Additional Lot Area Insufficient Usable Open Space Insufficient FAR Excessive Side Yard Insufficient Rear Yard Insufficient

Planning Context:

7 Browning Avenue is located within a 3F-5000 Zoning Subdistrict of the Greater Mattapan Neighborhood Zoning District, which is intended to accommodate a range of single-, two-, and three-family residential buildings on the long, narrow parcels characteristic of the neighborhood. The project site is currently a vacant lot under common ownership with 5 Browning Avenue, with an existing curb cut and approximately 10' driveway located immediately adjacent to the subject lot. The proposed Plot Plan for 7 Browning Avenue includes the extension of this existing curb cut and a similarly sized driveway to support three rear yard off-street parking spaces serving the new three-family dwelling. While Browning Avenue contains a variety of residential building types, the streetscape exhibits a consistent pattern of physical characteristics, including multi-story front porches, rear porches, and bay windows, off-street parking, limited side setbacks commonly dedicated to driveways, and generous rear yards. Although on-street parking is permitted along both sides of Browning Avenue, many properties rely on rear yards to provide up to three off-street parking spaces accessed through side yard driveways, resulting in varied distributions of open space across individual lots. Properties without off-street parking



typically maintain large, landscaped rear and side yards, while those with driveway access provide more limited open space concentrations in front and singular side yards.

The project site benefits from strong access to public transit and proximity to significant public open space, making it a suitable location for additional housing. The site is within walking distance of multiple bus routes, including Talbot Avenue at Kerwin Street and Blue Hill Avenue at Harvard Street, as well as the Talbot Avenue Commuter Rail Station on the Fairmount Line. The parcel is also located near Harambee Park and Franklin Park, providing residents with convenient access to recreational amenities. Consistent with the goals of Housing a Changing City: Boston 2030 (2018), the proposal supports context-sensitive residential growth in transit-served neighborhoods with access to open space and neighborhood resources.

Zoning Analysis:

The proposed project incurs six dimensional violations in accordance with Article 60-4 and one violation of the Off-Street Parking and Loading Requirements under Article 60-32. The dimensional violations include insufficient lot area and additional lot area per dwelling unit, excessive FAR, insufficient usable open space per dwelling unit, insufficient side yard width, and insufficient rear yard depth. The proposal also violates Article 60-32 due to dimensional insufficiencies of the proposed parking spaces.

The 3F-5000 Subdistrict requires a minimum lot area of 5,000 sq ft to support one or two dwelling units, with an additional 2,500 sq ft required for each unit beyond this baseline, resulting in a minimum lot area requirement of 7,500 sq ft for a three-unit dwelling. The subject parcel contains 3,896 sq ft and therefore does not meet either the baseline lot area requirement or the threshold necessary to support three dwelling units. However, parcels along Browning are consistently undersized, with areas ranging from 3,900 sq ft to 4,600 sq ft, commonly supporting three-family dwellings with six to nine bedrooms. Only a single parcel fronting Brown Avenue meets the subdistrict's baseline lot area requirement, highlighting a clear disconnect between the zoning standards and prevailing lot conditions. This disparity constitutes a practical difficulty under Article 7-3 and supports relief from the lot area requirements. The maximum allowable FAR in the 3F-5000 Subdistrict is 0.8, while the proposal has an FAR of 0.83. This minor exceedance is driven primarily by the undersized lot rather than excessive building mass, as the proposed scale and massing are consistent with surrounding three-family structures. Given the



minimal degree of noncompliance and the project's contextual alignment, relief for FAR is warranted.

The subdistrict further requires a minimum rear yard depth of 30' and side yard widths of 10'. While the proposal provides a 29' building setback from the rear lot line, the combined provision of off-street parking and a rear deck structure effectively result in no usable rear yard. This condition is common along Browning Avenue, where many three-story residential buildings prioritize off-street parking over landscaped rear yards or usable open space. The reduced side yard widths of 4' and 9.96' result from the provision of a 10' wide driveway along the eastern side of the structure to accommodate off-street parking via the expansion of an existing curb cut, thereby avoiding the creation of an additional curb cut and limiting the impacts to the pedestrian realm. Comparable conditions exist elsewhere along Browning Avenue, including between 11 and 15 Browning Avenue, where a driveway similarly produces exceptionally narrow side yards. These dimensional nonconformities are therefore contextual and appropriate for relief.

The insufficient usable open space violation is directly related to the proposed off-street parking layout. Article 60 requires the provision of 0.75 parking spaces per dwelling unit, in addition to 400 sq ft of usable open space per dwelling unit. As currently design, the provision of three 8.5' wide by 18' long parking spaces both limits the ability of the undersized lot to accommodate usable open space and fails to comply with Article 60-32, which permits only 50% of the required spaces to be a minimum of 7' wide by 18' long, with the remainder required to be at least 8.5' wide by 20' long. Additionally, the Plot Plan indicates that the rear stairway providing access to the deck encroaches into one of the proposed parking spaces, raising concerns regarding circulation, maneuverability, and pedestrian safety. While the required 2.25 off-street parking spaces would typically round up to three spaces, the subject parcel is significantly undersized, well served by transit, and located along a street with ample on-street parking along both sides. As such, the proponent should consider a revised site layout that removes the space labeled "Proposed Parking Space 3" and provides a rear yard buffer between the rear deck and the remaining parking spaces. The provision of two dimensionally compliant parking spaces would reduce the insufficient open space violation, eliminate the parking dimensional noncompliance, and improve overall circulation and safety while still providing adequate off-street parking given the parcel's context. Given the cumulative dimensional nonconformities and tight site constraints, Planning Department design review focused on the overall site plan is



recommended to ensure that the parking layout, circulation, and building access function safely and effectively.

Plans reviewed are titled “Proposed Three Family New Construction 7 Browning Avenue, Boston, MA” prepared by T Design, LLC. and dated 6/05/2025.

Recommendation:

In reference to BOA1789969, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review with attention to the parking layout, circulation, and building access.

Reviewed,

Deputy Director of Zoning



Case	BOA1775791
ZBA Submitted Date	2025-09-16
ZBA Hearing Date	2026-01-27
Address	748 to 750 E Broadway South Boston 02127
Parcel ID	0603510000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Change of use for the ground floor commercial space of a mixed-use building currently under construction. Project scope updated from nine residential units above a ground floor retail space to nine residential units above two ground floor commercial spaces, now proposed to be occupied by a fitness center and a bank.
Relief Type	Variance, Conditional Use
Violations	Forbidden Use (Fitness Center); Conditional Use (Bank)

Planning Context:

The proposed project sits in an established mixed-use area, sitting at the intersection of South Boston's East Broadway and L Street corridors. Its surroundings consist of a mix of two-and-a-half- to four-story structures, housing a variety of both residential and non-residential land uses. These non-residential land uses include a number of restaurants, a large grocery store, and several other retail businesses, professional offices, and banks. The majority of these establishments are found at the ground floor, with residential uses typically occupying the stories above. Of note, the site is transit accessible, with stops for the MBTA's 7, 9, and 10 bus routes immediately adjacent to the site.

The project site is a corner parcel previously occupied by three three-story, mixed-use structures. A previously approved proposal (2023) to demolish and replace those structures with a new four-story development is currently under construction on the site. That project was approved to house nine residential dwelling units above a ground floor commercial space. The proposed project seeks a change of use to the structure's ground floor commercial space. Originally approved with a single retail use, the proponent now proposes to divide the commercial area into two smaller shell spaces, which will be fit out to accommodate a new fitness center and bank. No additional work to the structure 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).

Planning Department design review is recommended for this project to clarify ingress/egress strategies for the businesses, confirm accessibility measures, and vet any additional changes proposed from the project's original BPDA design review approval in 2023.

Zoning Analysis:

Banks and fitness centers are conditional and forbidden uses, respectively, for the entirety of South Boston. Despite this, many exist and legally operate across the neighborhood. In fact, these establishments represent some of the most common commercial uses found in South Boston, and especially so along its commercial corridors (upon which the project is sited). Further, existing precedents of both proposed uses can be found within two blocks of the site. Because of this context, the proposed project is deemed appropriate for the area.

Future zoning reform in South Boston should update land use allowances to make such uses allowed by-right, to better match regulation with the neighborhood's existing built context.

A proviso for Planning Department design review has been added to the recommendation, in accordance with the guidance provided in the "Planning Context" portion of this recommendation.

Plans reviewed titled, "748-750 E. Broadway, Boston, MA 02127," prepared by SOUSA design Architects on June 23, 2025.

Recommendation:

In reference to BOA1775791, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen O'neal

Deputy Director of Zoning



Case	BOA1774198
ZBA Submitted Date	2025-09-11
ZBA Hearing Date	2026-01-27
Address	2 to 4 Danny RD Hyde Park 02136
Parcel ID	1812783000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Erect a new two-unit residential building.
Relief Type	Variance
Violations	Parking design and maneuverability Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient

Planning Context:

This project was last scheduled to go before the ZBA at the November 25, 2025 hearing. The project was deferred from that hearing and rescheduled. As no new plans have been submitted, the Planning Department recommendation remains the same.

The proposed project intends to construct a new two-unit residential structure on a 4,000 SF lot in Hyde Park. Lots in this part of the neighborhood vary between 4,000 and 6,500 SF. Danny Road is divided between two zoning subdistricts. On one side, there are predominantly single-unit residential structures, 1-1.5 stories in height. On the other side, including the proposed development site, residential structures range from 2.5-3 stories. On both sides of the street, parcels have consistent front yards measuring between ten and twenty feet. Structures are generally offset to one side within the parcels, creating one larger and one smaller side yard dimension. The site is located in the Readville area of Hyde Park, approximately 1/3 mile from the MBTA Commuter Rail Station.

Zoning Analysis:

The proposed project is located in the Hyde Park Neighborhood in a 2F-5000 subdistrict. There are six cited zoning violations for this project, Parking design and maneuverability, Lot Area Insufficient, FAR Excessive, Usable Open Space Insufficient, Front Yard Insufficient, and Side Yard Insufficient.



As noted in the Planning Context, the lot size is below the required zoning dimension, but this is in keeping with neighborhood context. Based on ongoing analysis by the Planning Department as part of the Neighborhood Housing initiative, lot sizes in Hyde Park are frequently below the required square footage. Such dimensional nonconformities also influence the FAR and Useable Open Space, as those values are related to the ratio between lot area and lot coverage by the structure.

The front yard setback for the proposed project measures ten feet. While this dimension does not meet the zoning requirement of twenty feet, this setback is modal with the existing conditions set by other structures on the block, and therefore in keeping with neighborhood context.

The side yard dimensions measure ten feet on one side and five feet on the other side of the structure. There are two parking spaces provided on either side of the building. This design requires two curb cuts to provide driveway access. Design Review is recommended to improve the design of the parking to limit the curb cut to only one and increase the five-foot side yard to a dimension contextual with the surrounding neighborhood fabric, at least six feet, preferably seven to eight feet.

Recommendation:

In reference to BOA1774198, The Planning Department recommends APPROVAL WITH PROVISO/S: that plans be submitted to the Planning Department for design review to address the parking and side yard designs, and to limit the project to a single curb cut.

Reviewed,

Deputy Director of Zoning



Case	BOA1703445
ZBA Submitted Date	2025-03-26
ZBA Hearing Date	2026-01-27
Address	100 Huntington AV J5 Boston 02116
Parcel ID	0400985010
Zoning District & Subdistrict	Huntington Avenue/Prudential Center Huntington Avenue/Prudential Center General Area
Zoning Article	11
Project Description	Add window decals for advertisements on both sides of a skybridge over Huntington Avenue, with each occupying 480 square feet.
Relief Type	Conditional Use
Violations	On-Premise Signs in Non-Residential Districts

Planning Context:

This project was previously deferred from the October 7, 2025 and November 25, 2025 meetings of the ZBA. No changes to the proposed project have been made, and therefore the recommendation of denial still holds.

The proposal includes adding window decals for advertisements on both sides of the skybridge over Huntington Avenue that connects the Prudential Center and Copley Place. The window decals would occupy seven window panels on each side of the skybridge, with each occupying 480 square feet (8 feet tall and 60 feet wide). The proposed location of these window decals means that the signs are not necessarily considered signage for a specific store or location, but rather an advertisement similar to a billboard. The Planning Department does not support signs for businesses without a retail front in that specific location, and further does not support signage attached to sky bridges.

Zoning Analysis:

The proposed signage is cited for violating provisions in Section 11-2 for "On-Premise Signs in Non-Residential Districts." Window decals such as this are only referenced in subsection (c), which states "A permanent non-illuminated sign on the inside of the glass of a window, provided that the total area of the sign does not exceed thirty percent of the total glass area of windows appurtenant to the use to which the sign is accessory, and provided that signs on ground floor windows be included in calculating the total area of signs on a sign frontage." The proposed



signage would not occupy more than thirty percent of the windows; however, it is not apparent that these window decals are accessory to a specific use that they are providing advertisement for.

Additionally, while it is difficult to classify this kind of signage related to specific requirements in Article 11, these signs would be larger than other allowable signs. For example, free-standing signs subject to Section 11-2(e) be up to 65 sf, 125 sf, or 250 sf depending on the use(s) that the signs are accessory to.

This presents a case for zoning reform, where the signage regulations are difficult to interpret in unique cases like this.

Plans reviewed are titled "Windowscape Location Plan Pedestrian Skybridge Huntington Avenue Boston, Massachusetts," prepared by Dana F. Perkins, Inc., and dated October 30, 2024.

Recommendation:

In reference to BOA1703445, The Planning Department recommends DENIAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1707353
ZBA Submitted Date	2025-04-08
ZBA Hearing Date	2026-01-27
Address	18 Intervale ST Dorchester 02121
Parcel ID	1202733000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	The proponent proposes razing an existing garage to erect a one-unit, three-story building, including basement level storage/utility area. The unit will have one garage parking space on the first floor. The current lot has a driveway and garage in the rear.
Relief Type	Variance
Violations	Usable Open Space Insufficient Lot Frontage Insufficient Lot Width Insufficient Additional Lot Area Insufficient Lot Area Insufficient Side Yard Insufficient

Planning Context:

This case was originally deferred from the August 26, 2025 meeting and then deferred again from the September 23, 2025 and November 25, 2025 meetings. New plans were submitted that change the unit count from 3 units to 1 with garage parking on the first floor and reduce the width of the proposed building to expand the side yards from 3 feet to 5 feet.

The proposed project site is located in a residential subdistrict comprised of mostly 2-, 3-, and 4-plus unit residential buildings adjacent to long mixed-use boulevards with higher densities and ground-level local services. Intervale Street intersects major bus corridors: Warren Street, Blue Hill Avenue, and Columbia Road. The street contains a mix of residential buildings that include single-family, two-family, mixed-use multi-family buildings, and commercial buildings that include the Masjid Al-Quran mosque and the Community Gospel Church.

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



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

Zoning Analysis:

The new plans propose a one-unit, three-story rowhome-style building. The new entrance is at-grade and shares a path of entry with the driveway that leads to a one-car garage. The proposal violates minimum lot and yard setback standards. According to Article 50, narrow lots are narrower than the minimum lot width required for residential lots. Section 50-44.7 details the minimum width required for a side yard on a narrow lot is 5 feet. The proposed side yards were increased from three feet in the previous plans to 5.1 feet on each side, making them compliant with zoning for narrow lots. The garage and unit count also comply with zoning.

The minimum lot width required is 45-feet and the minimum required lot frontage is 25 feet. The existing lot width and frontage are 22.5 feet wide. Additionally, the design was flagged for Insufficient Lot Area. Because the proponent originally sought to construct more than two units, an additional lot area violation was triggered previously. Residential buildings in this zone require a minimum 4,000 square foot lot area for two or less units. The area of the lot is 1,800 square feet, which is distinctly smaller than the size of the surrounding lots and the required 4,000 square foot area for a single unit. The lot dimensions are severely out of context with their surroundings, but unable to be changed by the project. Therefore, the violations are recommended for relief.

The proposed design was also flagged for containing insufficient Usable Open Space. Article 50 requires 650 per dwelling unit, and the proposed usable open space is 460 square feet per dwelling unit. The design complies with dimensional requirements for narrow and shallow lot setbacks and increases available open space on the site by adding decks and impervious pavers around the home. Since the building dimensions have changed according to the past recommendation in the newly submitted plans, the zoning violations are recommended for relief. The project may also need to be modified to meet building code, accessibility requirements, and design standards. The new plan elevations should include any below grade area as well.

Plans reviewed are titled "18 Intervale Street", prepared by Civil Environmental Consultants, and dated 12/2/2025.

Recommendation:

BOA1707353
2026-01-27
2 Planning Department



Planning Department

CITY of BOSTON

In reference to BOA1707353, The Planning Department recommends APPROVAL.

Reviewed,

Kathleen Onufre

Deputy Director of Zoning



Case	BOA1670349
ZBA Submitted Date	2024-11-11
ZBA Hearing Date	2026-01-27
Address	501 Boylston ST Boston 02116
Parcel ID	0501296000
Zoning District & Subdistrict	Boston Proper B-6-90a
Zoning Article	Underlying Zoning
Project Description	The project proposes a change of use on the 11th floor to include a restaurant, and converting an existing rooftop that houses mechanical space to an accessible accessory amenity. The project also proposes modifications to the existing parking garage that includes a net addition of 53 spaces.
Relief Type	Conditional Use, Variance
Violations	Conditional Use FAR Excessive Additional Conditions in Restricted Parking District

Planning Context:

This project was previously reviewed by the Planning Department for the ZBA hearings on 7/8/25, 9/23/25, 11/18/25. The conditional use for the restaurant was granted in the 7/8/25 hearing. Since the 11/18/25 hearing, while no updated plans have been submitted to the Inspectional Services Department (ISD), the proponent has received a parking freeze modification permit to their proposed parking plan with the Air Pollution Control Commission on 1/14/26. Because of this, the Planning Department's recommendation has changed.

501 Boylston Street is a ten story building that was constructed in 1940, and originally named the New England Life Insurance Building, the monolithic granite building sits on two acres of land and houses numerous tenants including retail locations like Nordstrom Rack, Anthropologie and H&M, a Boston Sports Club, and office space for WeWork. The building is part of the National Register District, as well as Boston's Local Historical District.

The project proposes a change of use on the 11th floor to include a restaurant, and converting an existing rooftop that houses mechanical space to an accessible accessory amenity. Within



the application to the Air Pollution Control Commission, the proponent identifies the proposed addition of 32 new parking spaces with the existing 114 spaces to serve a needed valet operation and 40 indoor bike parking spaces. It is within a mile of two MBTA stations.

Zoning Analysis:

501 Boylston Street sits in both the B-6-90a zoning subdistrict and the B-3-65 subdistrict. The parcel is subject to the underlying zoning code, and is regulated by a Groundwater Conservation Overlay, a Restricted Parking District, and oversight from the Back Bay Architectural District.

Because the site sits in a Restricted Parking District, no additional parking spaces can be approved unless the applicant has already received approval from the Air Pollution Control Commission (APCC).

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

The Proponent received a parking freeze permit modification with the APCC on 1/14/26 where they requested 146 commercial spaces. This includes converting the existing 114 spaces to commercial use and adding 32 net new spaces. Although EV chargers are not required because it is an existing building, 8 of the 32 additional spaces will have electric chargers, and 24 will be "EV ready". This is consistent with the Electric Vehicle Readiness Policy for New Developments



(2020). The proposal also includes 40 indoor bicycle parking spaces (26 at street level and 14 below) in addition to the existing on-street racks.

In conjunction with the permit by the APCC, Article 6 notes that a conditional use permit can be granted if the following conditions are met: a) specific site is an appropriate location for such use, b) use will not adversely affect the neighborhood, c) there will be no serious hazard to vehicles or pedestrians from the use, d) no nuisances will be created and e) adequate and appropriate facilities will be provided for the proper operation of the use. Although updated plans have not been submitted, a conditional use permit should be granted for the parking garage because it has received APCC approval on 1/14/26.

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

Recommendation:

In reference to BOA1670349, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1482368
ZBA Submitted Date	2023-06-06
ZBA Hearing Date	2026-01-27
Address	87 Morris ST East Boston 02128
Parcel ID	0106841000
Zoning District & Subdistrict	East Boston Neighborhood 3F-2000
Zoning Article	53
Project Description	Change of use from a 2-family to a 3-family by remodeling the basement into a new unit.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Usable Open Space Insufficient Parking or Loading Insufficient GCOD Applicability IPOD Applicability Lot Area Insufficient Additional Lot Area Insufficient Location of Main Entrance

Planning Context:

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

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

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



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

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

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

Zoning Analysis:

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



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

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

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

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

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



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

Recommendation:

In reference to BOA1482368, The Planning Department recommends DENIAL.

Reviewed,

Deputy Director of Zoning

MEMORANDUM**SEPTEMBER 18, 2025**

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

FROM: CASEY HINES, SENIOR DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
ERIC BOATRIGHT, URBAN DESIGNER
SAM ROY, SENIOR TRANSPORTATION PLANNER II
FORD DELVECCHIO, PLANNER I
JOHN STUART FISHBACK, LANDSCAPE URBAN DESIGNER
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER
JACK GILMAN, PROJECT ASSITANT
STEPHEN HARVEY, SENIOR PROJECT MANAGER

SUBJECT: 181 WEST FIRST STREET, SOUTH BOSTON
NOTICE OF PROJECT CHANGE

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 Determination waiving further review pursuant to Section 80A-6 of the Boston Zoning Code ("Code") for the Notice of Project Change filed with the BPDA on September 19, 2024 ("NPC") for the 181-185 West First Street, 190 and 206 West Second Street, in the South Boston neighborhood of Boston (as further described below, the "Proposed Project"); (2) authorize the Director to issue a Certification of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review Process; (3) enter into an Affordable Rental Housing Agreement and Restriction, if necessary, or require the same be executed by and between the Proponent and the Mayor's Office of Housing, and a Cooperation Agreement in connection with the Proposed Project; and (4) take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Proposed Project is located on four (4) parcels of land totaling a 49,751 square foot parcel, which currently contains an approximately 22,000 square foot, two-story masonry structure along the eastern portion and an unpaved parking area along the West First Street end of the site (the "Project Site"). The four (4) parcels include 181 W First Street (Assessing Parcel ID No. 0601259000), 185 W First Street (Assessing Parcel ID No. 0601260000), 206 W Second Street (Assessing Parcel ID No. 0601261000), and an unnumbered W Second Street parcel (Assessing Parcel ID No. 0601264001).

The Project Site is bordered by West First Street (North), C Street (East), West Second Street (South), and a city owned property, numbered as 174 West Second Street and 175 West First Street (West) utilized as Mahoney Memorial Park. Immediately across from the Project Site are commercial warehouse buildings and associated parking lots currently owned and leased by Casey & Hayes Movers and AMRAMP Corporation.

DEVELOPMENT TEAM

The development team includes:

Proponent:	C Street Associates, LLC Peter Zagorianakos 181 Dudley Road, Newton, MA 02459 peterz@triadalpha.com
Legal Counsel:	McDermott, Quilty, Miller & Hanley LLP Joseph P. Hanley, Esq Nicholas J Zozula, Esq 617.946.4600 jhanley@mqmhlaw.com nzozula@mqmhlaw.com
Project Architect:	R+B DESIGN Architecture Ron Bennett; Erika Buschmann erikakbuschmann@gmail.com ron@rbdesign.pro
Transportation Consultant and Site	Chappell Engineering Associates 201 Boston Post Road West, Ste 101 Marlboro, MA 01752 Shaun Kelly skelly@chappelleengineering.com

PROJECT BACKGROUND AND NOTICE OF PROJECT CHANGE**PROJECT BACKGROUND**

Originally the project was approved by the BPDA Board on April 17, 2014, for the development of 97 residential units, 4,000 square feet of ground floor retail space, and garage parking for 115 spaces to service both residential and retail uses ("Approved Project").

NOTICE OF PROJECT CHANGE

C Street Associates, LLC ("Proponent") filed the NPC with the BPDA on September 19, 2024. The Proponent proposes to revise the Approved Project for the development of an approximately 182,869 gross square foot building, consisting of up to one-hundred (144) residential rental and garage parking for 100 spaces within the building. The existing two-story warehouse building will be demolished to make space for the new four (4) story building along West Second Street and a six (6) story building along West First Street, and the Project Site will be subject to any necessary remediation. The residential rental units include approximately fifty-two (52) one-bedroom units, seventy-five (75) two-bedroom units, and seventeen (17) three-bedroom units.

The parking garage, level with West 1st Street and facing the industrial side of the neighborhood, will be entered from West 1st Street and will accommodate up to 100 parking spaces and a trash/loading zone. The frontage along West First will be used as amenities for the building and one residential unit, with the appearance of a retail component along West 1st Street. In addition, a 152-bike storage area, associated mechanical and storage spaces will be provided at the garage level. A bikeshare station is anticipated to be installed on the sidewalk on West First Street next to the city community gardens.

PLANNING CONTEXT

The proposed project at 181 West First Street is located in an evolving area of South Boston, where industrial parcels like the site of the Proposed Project are being redeveloped into primarily multifamily residential buildings with active ground floor uses. This site has excellent transit connections, located approximately .4 miles from the Broadway Red Line station, which also serves several local bus routes. These transit assets support residential development around the station. The Proposed Project site is located adjacent to an existing community garden and park, and the larger A Street Park approximately .2 miles away.

The Proposed Project is located within the study area of the South Boston Transportation Action Plan (SBTAP). The SBTAP recommends implementing strategies to eliminate serious

and fatal traffic crashes, simplify intersections for all users, improve the transit network to make it more efficient and reliable, expand the bike network, and improve walkability across the neighborhood. As part of the draft recommendation report, the SBTAP team released a new cross section for West First Street, which is currently inaccessible to pedestrians, has oversized vehicular lanes, and wide, unsafe intersections. The new cross section anticipates accessible, wider sidewalks and other improvements to make the street safer for multi-modal travel. The SBTAP also made recommendations to advance pedestrian safety, including raised crosswalks and curb extensions to create shorter, more visible crosswalks.

The Project Site is situated within South Boston's Multifamily Residential Zoning Subdistrict ("MFR"). The proposed multifamily residential use is permitted in the MFR Zoning Subdistrict. The 2011 planning and rezoning initiative for West First Street, codified in Article 68 envisioned a residential context to the west the corridor and a more industrial fabric to the east, closer to the waterfront. When this zoning was adopted, it was presumed that properties along the Reserved Channel would continue to be characterized by industrial and surface parking uses in the long term. Subsequent years have seen an evolution of uses in the neighborhood, including the addition of residential uses in the immediately adjacent area.

While the Proposed Project exceeds zoning dimensional maximums, Planning and Urban staff worked to refine a building massing that is contextually consistent with the ongoing evolution of West Second and West First streets. Staff review also focused on improvements to the surrounding public realm, including new widened sidewalks, upgraded street intersections for enhanced pedestrian safety, and the protection and addition of street trees to create a robust canopy around the site perimeter.

ZONING

As mentioned, the Project Site is situated within the MFR Zoning Subdistrict, and is therefore regulated pursuant to Article 68 of the Zoning Code, which allows the Proposed Project's proposed Multifamily Residential Use, but limits certain dimensional, density, lot, floor area, and other requirements (by Variance). The Site is also located within a Restricted Parking Overlay District ("RPOD"), Restricted Roof Structure Overlay District ("RRSOD"), Coastal Flood Resilience Overlay District ("CFROD"), and South Boston Parking Freeze Residential Zone. The Proposed Project will also be subject to design review by the City of Boston Parks Department pursuant to City Ordinance 7.4-11.

As the Proposed Project exceeds 50,000 square-feet of new construction at this location in the South Boston neighborhood, it is subject to the BPDA's Large Project Review regulations, pursuant to Article 80 of the Code. In modifying the Proposed Project to a final on-site parking allotment as detailed above, the off-street parking

and loading program was carefully reviewed and determined by the BPDA, pursuant to the provisions of Article 80B of the Code.

In particular, the Proposed Project is subject to, and anticipates obtaining special approvals and relief from the following regulations of the Code, including but not limited to the following:

1. Article 68, Section 7 – Retail Business Forbidden
2. Article 68, Section 8 – Additional Lot Area Insufficient
3. Article 68, Section 8 – Floor Area Ratio Excessive
4. Article 68, Section 8 – Building Height Excessive (Stories and Feet)
5. Article 68, Section 8 – Usable Open Space Insufficient
6. Article 68, Section 29 – Roof Structure Restrictions
7. Article 68, Section 33 – Off Street Parking Design and Maneuverability (Tandem Parking Spaces)

Design elements of the Proposed Project will also be subject to Large Project Review.

URBAN DESIGN

- Prior to the issuance of the Certification of Compliance the Proponent will submit design documents satisfying the requirements outlined in the Mitigation and Community Benefits section of this memo.
- Prior to the issuance of the Certification of Compliance the Proponent will submit a comprehensive Signage Plan to be approved by the Staff.
- The Proposed Project immediately abuts the Brian R. Mahoney Memorial Park at Nook Hill and is therefore subject to review by the Boston Parks and Recreation Commission per Municipal Code Section 7-4.11. Planning recommends that the Proponent engage the Parks Commission to determine what information will need to be provided to support their review. It is the understanding of the Planning Department that the Proponent should anticipate that Boston Parks and Recreation Commission will not allow access to the park in support of demolition or construction activities.
- The Planning Department requests that the Proponent continue to work on the following design issues following Board approval:
 - In the August 5, 2025, Boston Civic Design Commission (“BCDC”) discussion, Commissioner Solano recommended that the Proponent consider further raising the proposed fence between the parklet and Mahoney Park, which MDLA noted is proposed to be 48 inches tall. Given the open nature of the proposed

fence, in addition to increasing the fence height Planning recommends that some taller plantings be incorporated along the buffer to increase visual separation from Mahoney Park. This could be achieved through the incorporation of a few instances of larger shrubs or small trees in addition to the row of shrubs along the fence line.

- Planning recommends consideration of a screen or fence around the transformer on three sides, in addition to the planted screening currently proposed.
- Planning recommends that the Proponent takes into consideration BCDC comments about the courtyard. Planning agrees that the tenant experience could be improved by shade as well as further development of the planting strategy. Planning also recommends that the Proponent provides a plan describing all proposed materiality of the courtyard including planting, planters, and paving. Planning questions the viability of what appears to be illustrated as lawn and requests further consideration be given to the proposal.
- Planning recommends further study and development of the building exterior details as noted by Commissioners Love, Lubenau, Sykes, and Hacin at the August 5 BCDC meeting.

ARTICLE 37/ SMART UTILITIES

The Proponent will continue utilizing an integrative project design and delivery process. The Proposed Project will be designed and constructed to be Net Zero Carbon Ready with a building 2035 pCEI of 0.51 kg CO₂e/sf-yr, achieving LEED Gold certification / 64 points and Passive House certifiable.

The proposed building will include an air-tight, well-insulated building enclosure. The building systems include all-efficient-electric heat pump space and DHW heating, energy recovery ventilation, and all-electric EnergyStar-rated appliances.

The Proposed Project will install 130 kW solar PV systems with the final amount determined by Design Filing and has committed to purchasing 100% renewable electricity for common building loads and setting up residential meters using the Boston Community Choice Electricity Program's "Green 100" option (100% renewable) and informing new residents of the building's green features, the benefits of using renewable electricity, and their ability to opt down or out at any time at no cost.

The Proposed Project is preparing for future climate conditions with Rainwater Management and Heat Island Reduction strategies, shade plantings, permeable paving,

green infrastructure, and a minimum of 1" of rainfall stormwater retention and infiltration capacity.

To reduce vehicle emissions, at least 25% of the Proposed Project parking spaces will be equipped with Electric Vehicle Charging Stations

MITIGATION AND COMMUNITY BENEFITS

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

- Creation of approximately 144 housing units, with 13.2% onsite IDP units.
- The Proponent will provide space for one (1) fifteen (15) dock bike share station and is currently anticipated to be located on West First Street upon issuance of Certificate of Occupancy. The Proponent will work with BTD and the Planning Department to site the station appropriately. Bike share stations may require Administrative Review by PIC.
- The Proponent will make a one-time monetary contribution of \$49,000.00 to the Boston Transportation Department ("BTD") to be contributed upon issuance of Certificate of Occupancy to support the bikeshare system.
- The Proposed Project will comply with the Boston Transportation Department 2021 Bike Parking Guidelines. The bike room is located on the first floor with direct access from C Street, with 152 long-term covered and secure bike parking spaces.
- The Proposed Project will comply with the BTD Electric Vehicle Readiness Policy for New Developments, requiring 25% of the parking spaces to be equipped with electric vehicle charging stations and the remaining 75% to be ready for future installation. The details of the compliance with this policy will be codified in the Transportation Access Plan Agreement.
- The Proposed Project will comply with the Boston Transportation Department Transportation Demand Management Points System. The selected strategies will be specified and codified in the Transportation Access Plan Agreement ("TAPA").
- In compliance with Boston's Complete Streets Policy, the Proponent will setback their building to create a wider sidewalk on C Street, West First Street and West Second Street within the bounds of their property within the public way. West First Street will have a minimum of 12'6" foot public sidewalk. West First Street concrete sidewalk Pedestrian Zone will maintain at least 8'-1" clear accessible paths of travel absent vertical elements, and at least 4'-0" sidewalk Furnishing Zone as measured

from the back of curb. C Street will have a minimum of a 13'9" public sidewalk. West Second Street will have a minimum of a 10' public sidewalk. C Street and West Second Street sidewalk Pedestrian Zones will maintain at least 6'-0" clear accessible paths of travel absent vertical elements, and at least 4'-0" sidewalk Furnishing Zones as measured from the back of curb. All sidewalk setbacks are subject to design review and will require approval for a Pedestrian Easement with the Public Improvement Commission (PIC). All sidewalk improvements are subject to design review.

- Minimize the negative impacts of parking by locating the parking access off of West First Street, allowing for an active street wall on C Street and West Second Street. The curb cut will be no more than twenty (20) feet in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. Access design and circulation are subject to Design Review. All driveway curb cuts must maintain flush sidewalks with monolithic concrete. All curb cuts will seek a curb cut permit from the PWD and/or PIC process.
- Design and implement pedestrian safety improvements and vehicle calming measures at the intersection of C Street and West First Street. Through consultation with the Planning Department, BTD, PIC, and Public Works Department ("PWD"), a raised/tabled crossing is currently envisioned for the C Street and West Second Street intersection and is expected to cost up to one hundred thousand dollars (\$100,000). The Proponent shall be responsible for securing the necessary approval and/or permits from the PIC.
- The Proponent will design and implement curb extensions at West First Street and C Street as well as C Street and West Second Street. As currently envisioned, the improvements are expected to cost up to one hundred thousand dollars (\$100,000). The Proponent shall be responsible for securing the necessary approval and/or permits from the PIC.
- Improving the security and appearance with additional lighting, new trees, and public sidewalks.
- Construction of courtyards and building setbacks that will provide open landscaped space that improves the visual experience for neighboring residences.
- The proposed scope of any in-kind work agreed to by the Proponent shall be developed in consultation with the BPDA and appropriate city agencies, departments, and commissions and the allocation of any financial contributions shall first be provided to the BPDA for disbursement to the specified entity or organization. The details of any in-kind work and the allocation of any financial contributions shall be incorporated into the Cooperation Agreement between the

Proponent and the BPDA. To the greatest extent possible, the Proponent will provide the BPDA with evidence indicating that the previously referenced mitigation and community benefits have been satisfied.

- BPDA-approved construction signage must be installed at the project construction site before and during the construction of the Proposed Project. The signage must be in the form of panels at highly visible locations at the construction site or around the construction site perimeter and must be adjacent to each other. The BPDA will work with the Proponent to provide high-resolution graphics that must be printed at a large scale (minimum of 8 feet by 12 feet).
- 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. Specific Repairs scope includes: street trees permeable paving sidewalk Furnishing Zone; concrete paving sidewalk Pedestrian Zone; sidewalk bump-outs; curb ramps and reciprocal curb ramps; driveway curb cut modification.
- The Proposed Project shall comply with the Streets Green Infrastructure Policy as applicable.
- The Proponent has committed to installing at least thirteen (13) street trees within the public right-of way as part of the enabling infrastructure associated with the Proposed Project. The installation of the proposed street trees, in coordination with the Public Improvement Commission and/or Parks Department, shall be completed before Certificate of Occupancy issuance for the Proposed Project.
- The existing Public Shade Trees along West Second Street are subject to the protections of M.G.L. Chapter 87. Planning recommends that the Proponent follow the City of Boston standard tree protection specification. Planning recommends that a certified arborist be engaged for the following scope of work: review of construction details for work to be performed within Tree Protection Zones and Critical Root Zones to identify and resolve any potential negative impacts to existing Public Shade Trees; review of project construction management and staging plan to identify and resolve any potential negative impacts to existing Public Shade Trees; oversight of the installation of tree protection measures; oversight of the maintenance of tree protection measures; oversight of construction work within

Tree Protection Zones and Critical Root Zones; authoring a post construction report to document tree condition and recommendations to address any tree health concerns.

- The Proponent shall make a fifty thousand dollar (\$50,000.00) contribution to City's Fund for Parks:

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

Use: The contribution will be used to fund efforts to maintain green space at Brian R. Mahoney Memorial Park, located near the Proposed Project in South Boston

Amount: \$50,000.00

Timeline: The \$50,000.00 contribution is due before issuance of the Certificate of Completion.

- Construction-related employment for 21-24 months;
- Generating new property taxes to increase the City's revenues.

ARTICLE 80 REVIEW PROCESS

On September 19, 2024, the Proponent filed the NPC with the BPDA, the submission of which initiated the Large Project Review process for the Proposed Project and a public comment period, which concluded on December 16, 2024.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on October 1, 2024, with the City's public agencies and elected officials to review and discuss the Proposed Project.

The BPDA hosted an Impact Advisory Group meeting on October 7, 2024. The Impact Advisory Group meeting was advertised in the local neighborhood newspapers, posted to the BPDA's calendar, and email notification was sent to all subscribers of the BPDA's South Boston and the South Boston Waterfront neighborhood updates.

The BPDA also hosted a public meeting on October 29, 2024 and a joint IAG/public meeting on September 11, 2025. The public meeting and joint IAG/public meeting were advertised in the local neighborhood newspapers, posted to the BPDA's calendar, and email notification was sent to all subscribers of the BPDA's South Boston neighborhood updates.

The Proponent also met with the Boston Civic Design Commission ("BCDC") on January 7, 2025, April 15, 2025, May 20, 2025, July 15, 2025, and August 5, 2025.

AFFIRMATIVELY FURTHERING FAIR HOUSING

The Proposed Project commits to incorporating the following Affirmatively Furthering Fair Housing interventions:

Article 80 Interventions

- Provide all IDP units on site; and
- Provide a greater number of Group 2 units than required.

Marketing Interventions

- Allow last month's rent paid in installments or at the end of the lease for renters across all market rate and income restricted units;
- Agree to follow best practices related to the use of CORI, eviction, and credit records in the tenant screening and selection process; and

Agree to best practices in marketing the market-rate units that are inclusive of and welcoming to members of protected classes.

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated September 27, 2007 ("2007 IDP"). The 2007 IDP requires that 15% of the market rate units, equivalent to 13.05% of total units, within the development be designated as IDP units at a maximum of 70% of Area Median Income. In addition, the Notice of Project Change is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone B, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, nineteen (19) units within the Proposed Project will be created as IDP rental units (the "IDP Units"), approximately 15.2% of market-rate units or approximately 13.2% of total units within the Proposed Project. Each of the nineteen (19) IDP Units will be made available to households with incomes not more than 70% of the Area Median Income ("AMI"), as published annually by the BPDA as income and rent limits, and based upon data from the United States Department of Housing and Urban Development ("HUD").

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

Unit Number	Number of Bedrooms	Unit Size (Sq. Ft.)	Percent of AMI	Rent	Group-2
103	Two-Bedroom	907	70%	\$1,978	Group-2A
105	Two-Bedroom	836	70%	\$1,978	

109	One-Bedroom	769	70%	\$1,746	Group-2A
121	Two-Bedroom	1038	70%	\$1,978	
125	Three-Bedroom	1210	70%	\$2,216	
127	One-Bedroom	725	70%	\$1,746	
128	One-Bedroom	573	70%	\$1,746	
209	One-Bedroom	768	70%	\$1,746	Group-2A
216	Two-Bedroom	1202	70%	\$1,978	Group-2A
217	Two-Bedroom	828	70%	\$1,978	
224	Two-Bedroom	1316	70%	\$1,978	Group-2A
305	Two-Bedroom	832	70%	\$1,978	
306	One-Bedroom	823	70%	\$1,746	
310	Two-Bedroom	888	70%	\$1,978	
321	Three-Bedroom	1183	70%	\$2,216	
324	Two-Bedroom	1316	70%	\$1,978	
413	Two-Bedroom	809	70%	\$1,978	
420	One-Bedroom	714	70%	\$1,746	
426	One-Bedroom	796	70%	\$1,746	

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

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Compliance for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission upon issuance the building permit for the Proposed Project. The IDP Units will not be marketed prior to the submission and

approval of the Affirmative Fair Housing Marketing Plan by BFHC and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

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

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

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

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80B-5 of the Code. It is therefore recommended that the BPDA approve the Proposed Project and authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.3(d) of the Code; (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; (3) enter into an Affordable Rental Housing Agreement and Restriction, if necessary, or require the same be executed by and between the Proponent and the Mayor's Office of Housing; and (4) execute and deliver a Cooperation Agreement (referencing, among other things, the Boston Residents Construction Employment Plan ordinance), and any and all other agreements and documents upon terms and conditions deemed to be in the best interest of the BPDA.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Determination waiving further review pursuant to Section 80A-6 of the Boston Zoning Code (the "Code"), which: (i) finds that the Notice of Project Change submitted by C Street Associates, LLC, to the Boston Redevelopment Authority ("BRA") on September 19, 2024, adequately describes the potential impacts arising from the development of the 181-185 West First Street, 190 and 206 West Second Street Project ("Proposed Project") located at 181-185 West First Street, 190 and 206 West

Second Street in South Boston, and provides sufficient mitigation measures to minimize those impacts in connection with the Proposed Project; and (ii) waives further review of the Proposed Project, subject to continuing design review by the BRA; and

FURTHER**VOTED:**

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

FURTHER**VOTED:**

That the Director be, and hereby is, authorized to execute an Affordable Rental Housing Agreement and Restriction for the creation of nineteen (19) on-site Inclusionary Development Units in connection with the Proposed Project, if necessary, or require the same be executed by and between the Proponent and the Mayor's Office of Housing; and

FURTHER**VOTED:**

That the Director be, and hereby is, authorized to execute a Cooperation Agreement, and any and all other agreements and documents which the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BPDA.

APPENDIX A: ESTIMATED PROJECT METRICS

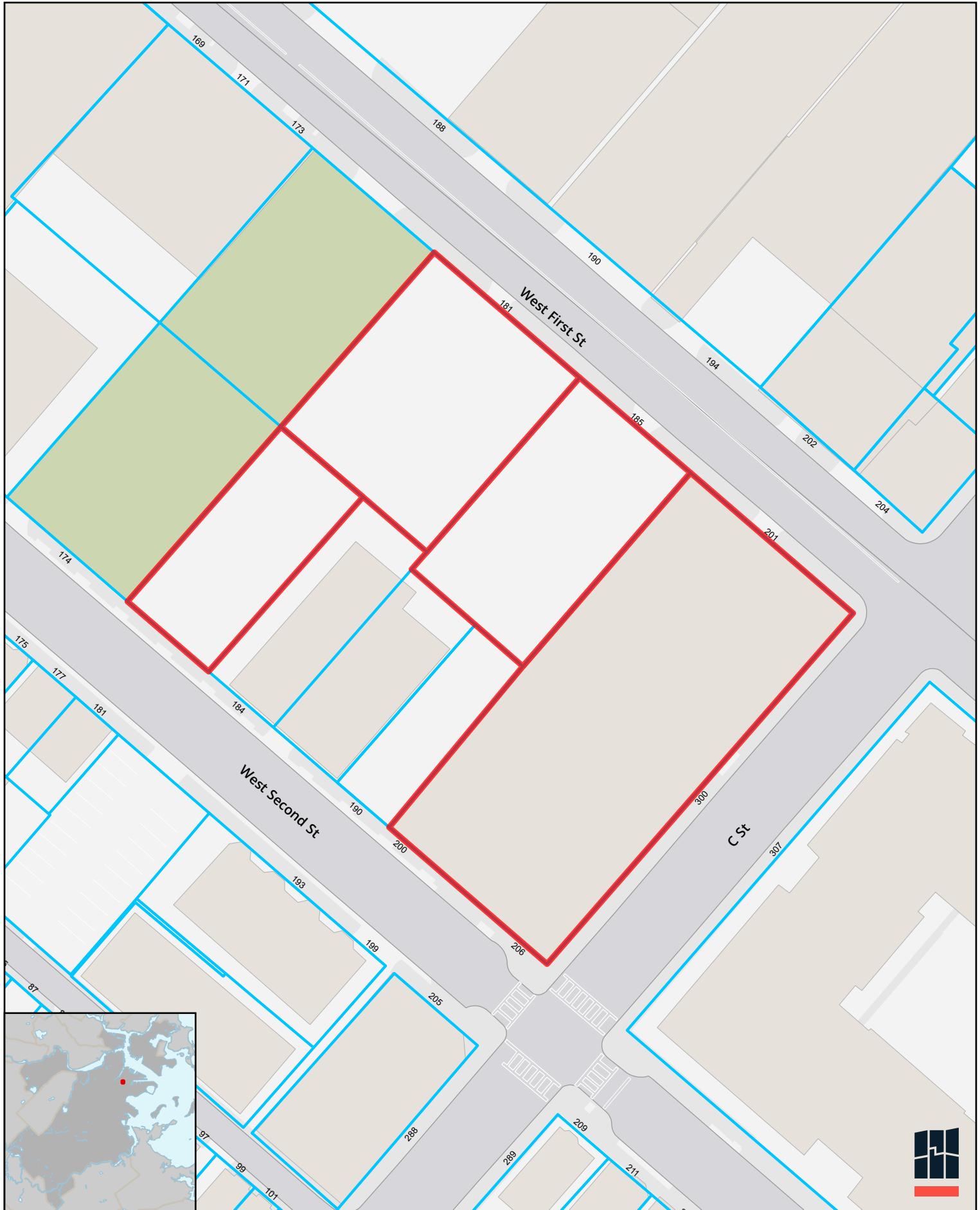
The table below summarizes the Proposed Project's key statistics.

<u>Estimated Project Metrics</u>	Apr 2014	Revised Plan	Net Change
Gross Square Footage	90,000	182,869	92,869
Gross Floor Area	86,000	149,723	63,723
<i>Residential</i>	86,000	146,300	60,300
<i>Office</i>	0	0	0
<i>Retail</i>	4,000	3,423	-577
<i>Lab</i>	0	0	0
<i>Medical Clinical</i>	0	0	0
<i>Education</i>	0	0	0
<i>Hotel</i>	0	0	0
<i>Industrial</i>	0	0	0
<i>Recreational</i>	0	0	0
<i>Cultural</i>	0	0	0
<i>Parking</i>	34,000	29,545	-4455
Development Cost Est.	\$30,000,000	\$30,000,000	\$0
Residential Units	104	144	40
<i>Rental Units</i>	104	144	40
<i>Ownership Units</i>	0	0	0
<i>IDP/Affordable Units</i>	0	19	19
Maximum Parking spaces	115	100	-15
<i>Long-term Bicycle Parking</i>		152	
<i>Short-term Bicycle Parking</i>		24	
<i>Location of Bike Room</i>	Ground floor with access off of West First Street		
<i>Bluebike Docks</i>		15	
<i>Bluebike Stations</i>		1	

<i>Minimum Monetary Bluebike Contribution</i>		49000	
<i>Loading Bays</i>		0	

181 W First Street

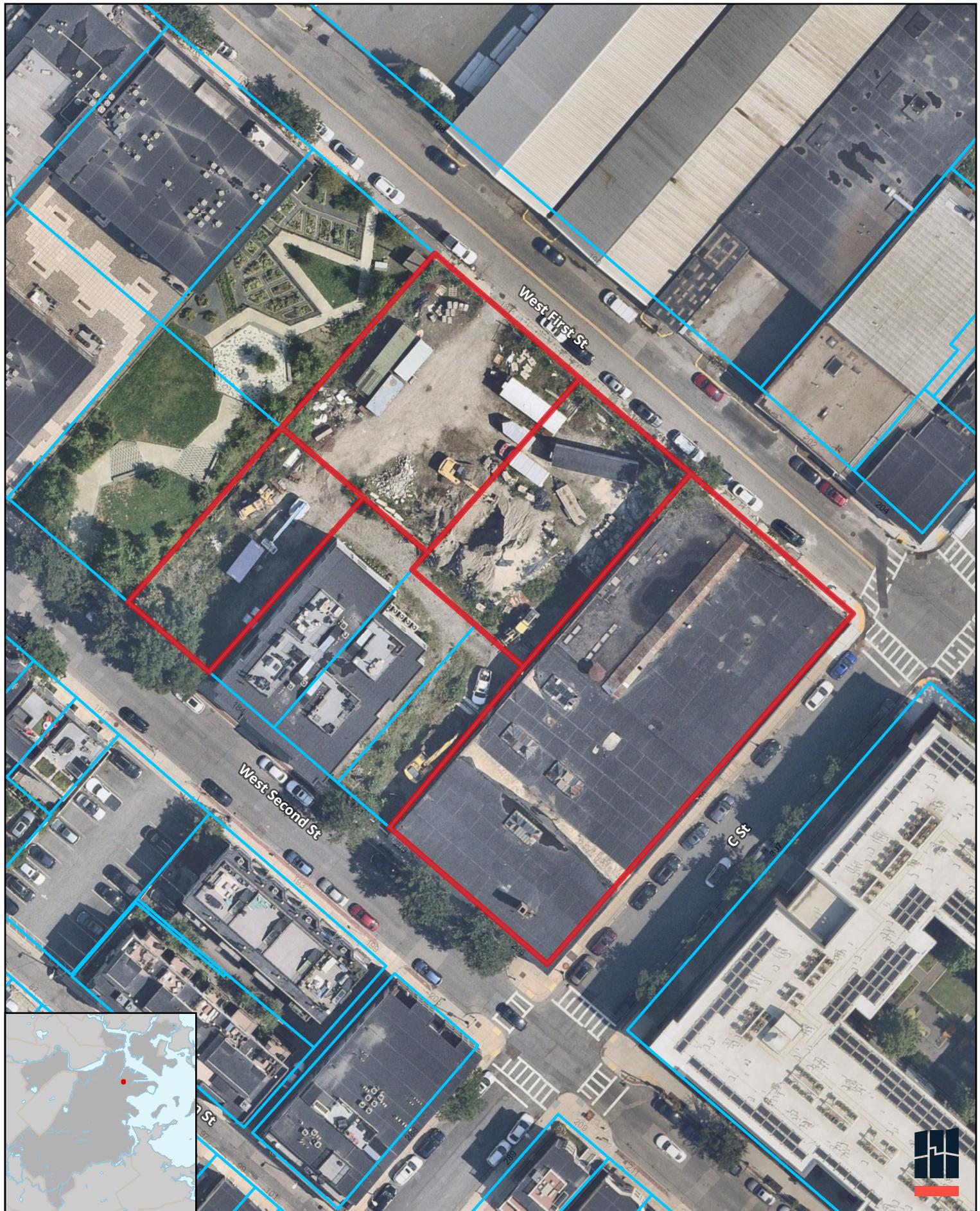
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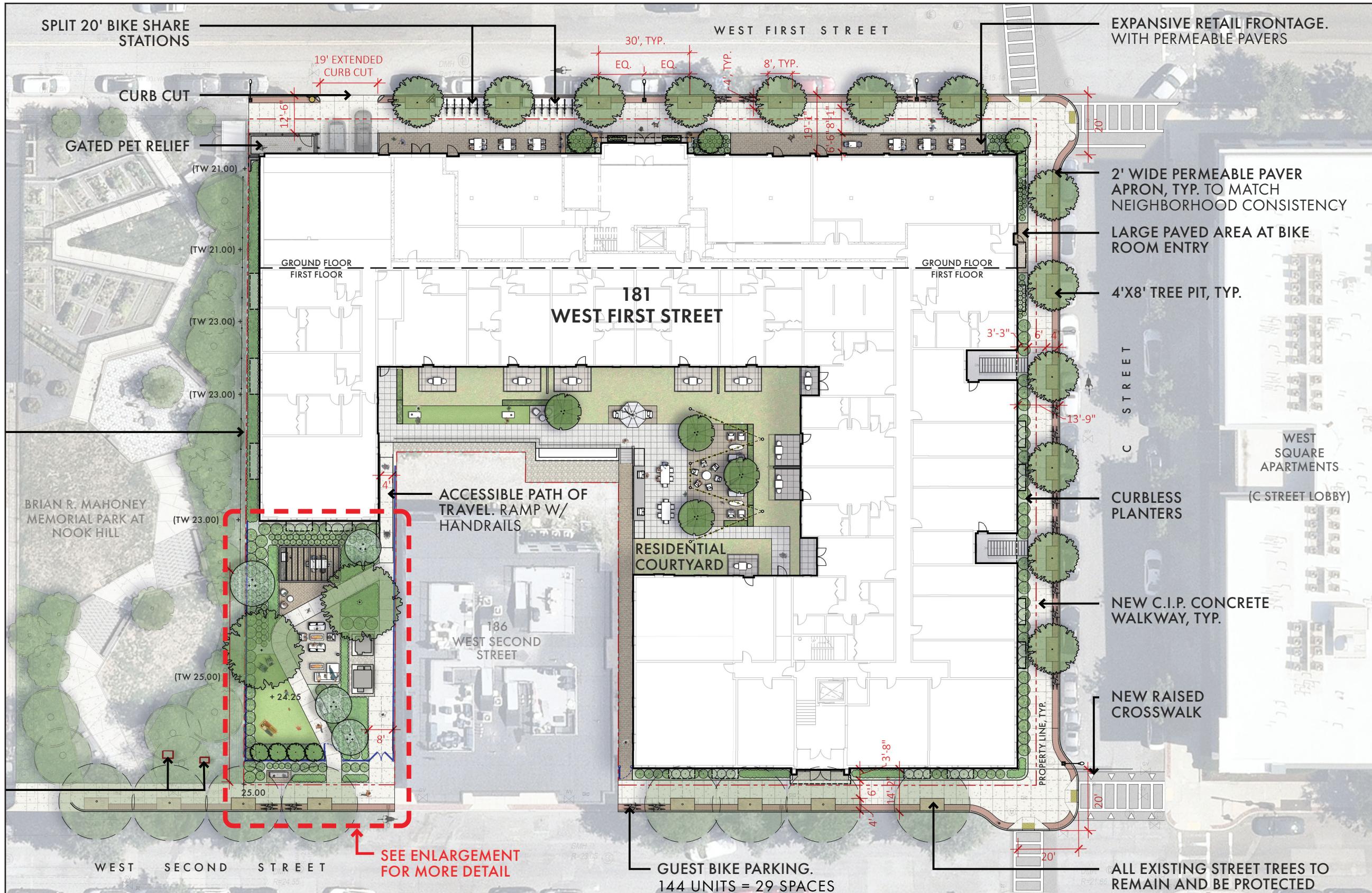


181 W First Street



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SITE PLAN



Boston City Council
ED FLYNN
Councilor - District 2

September 18, 2025

Boston Planning Department
One City Hall Square, Room 900
Boston, MA 02201

RE: Letter of support for 181-185 West First Street

Dear Members of the BPDA Board,

I'm writing in support of 181-185 West First Street, which is on today's Board's agenda. This Notice of Project Change, for a previously approved project that was zoning compliant, calls for the development of 149 residential units and garage parking for 103 spaces within the building. The existing two-story warehouse building will be demolished to make space for the new four (4) story building along West Second Street and a six (6) story building along West First Street, and the Project Site will be subject to any necessary remediation. The proposal includes 149 new residential condominium units. The plan also features a 148,723 square foot gross floor area, garage parking for 100 vehicles, and a residential courtyard and amenity space.

My support stems from good-faith compromises throughout the public process with the development team and the community. Specifically, since the project's inception, the development team has worked with neighbors to remove any roof decks and the 5th floor story along Mahoney Park, agreed to introduce more trees in the parklet for privacy, as well as installing a handicap ramp from the center courtyard to the parklet for accessibility for persons with disabilities. The proponent has also respected community feedback on South Boston's existing parking crisis and worked to maintain 100 parking spaces on site, as well as attention to public realm, sidewalk, and urban tree canopy improvements. In addition, the project will include 19 affordable units on-site.

Due to the good-faith compromises between the development team, and the community, as well as attention to neighborhood and quality of life issues in South Boston, I respectfully request that the Board provide every consideration to support 181-185 West First Street. If you have any questions, please feel free to contact me at Ed.Flynn@Boston.gov, or at 617-635-3203.

Sincerely,

Ed Flynn
Boston City Councilor, District 2