



Planning Department

CITY of BOSTON

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: July 8, 2026

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the July 14, 2026 Board of Appeals Hearing.

Also included are Article 80 projects

100 Magazine ST Roxbury 02119

1442 to 1444 Dorchester AV Dorchester 02122 and 22R to 24R Leonard ST Dorchester 02122

151 Lenox ST Roxbury 02118

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



Case	BOA1846713
ZBA Submitted Date	2026-05-06
ZBA Hearing Date	2026-07-14
Address	1 to 1H Washington PL Charlestown 02129
Parcel ID	0203882000, 0203864000
Zoning District & Subdistrict	Charlestown Neighborhood 3F-2000
Zoning Article	62
Project Description	Erect three single-family townhouses, each with a roof deck.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Usable Open Space Insufficient Lot Frontage Insufficient

Planning Context:

The subject property is a unique through lot with dual frontage on Washington Street and Rutherford Avenue, situated immediately adjacent to the Boston Housing Authority's General Warren Apartments. To the north, the neighboring residence at 104 Rutherford Avenue features a zero-lot-line condition, where the existing building shares two property lines with the subject parcel. The surrounding neighborhood is characterized by traditional Charlestown blocks of row houses accommodating one- to three-family dwellings. These homes typically stand two to three stories tall with pitched roofs and single-story rear additions that extend across most of the depth of their long, narrow lots. Rear yard conditions of these parcels vary significantly, with some having fully paved parking areas, while others have grass-covered yards.

The project proposes replacing the existing single-family dwelling with three single-family townhomes. The new building will face Washington Street and provide three compact off-street parking spaces. Additionally, rather than incorporating a conventional lawn, the proposal utilizes permeable pavers and crushed stone across a majority of the site.

The subject lot is exceptionally well-served by public transit, offering strong connectivity to Downtown Boston. The lot sits just 0.3 miles from the MBTA Orange Line's Community College Station and within 0.1 miles of two Route 92 bus stops. Finally, the site falls within the Charlestown Neighborhood Design Overlay District (NDOD) and is subject to Roof Structure Restrictions under Article 62-25.



Zoning Analysis:

The Refusal Letter cites two dimensions violations, Insufficient Lot Frontage and Insufficient Usable Open Space, and requires the issuance of a Conditional Use Permit pursuant to Article 62-25 for Roof Structure Restrictions.

The proposed project is located on a through lot with 14.47' of frontage along Washington Street and 19.5' of frontage along Rutherford Avenue. While the 3F-2000 subdistrict requires a minimum lot frontage of 20', the Planning Department supports relief for this dimensional violation due to the unique existing conditions of the lot, especially when compared to the standard surrounding parcels. Furthermore, the existing 14.47' of frontage is adequate to provide functional driveway access to the lot from Washington Street.

The usable open space violation is driven almost entirely by the site plan configuration rather than a lack of lot area outside of the building's approximately 1,800 sq ft floorplate. Meeting the subdistrict's usable open space requirement of 350 sq ft of usable open space per dwelling unit, 1,050 sq ft for the proposed project, is prevented by the inclusion of three compact parking spaces (two 8.25'x18' and one 7'x18'). Per Article 62, Table E, residential projects of zero to six units in Charlestown require no off-street parking, making these spaces excessive given the site's excellent transit access. Importantly, the parking layout offsets Unit #1, forcing the new three-story structure within 3' of the zero-lot-line building at 104 Rutherford Avenue. While this layout remains technically compliant with side yard requirements of the subdistrict, removing these two spaces and realigning Unit #1 with Units #2 and #3 would resolve the usable open space violation while establishing a much more appropriate separation from the adjacent property.

The project requires a Conditional Use Permit under Article 62-25 for the rooftop structures. All three of the proposed roof decks are designed with adequate screening and buffering from their respective roof edges and sit at an appropriate height to avoid impacting any of the surrounding properties. Because all three roof decks align with the design requirements of Article 62-25, the Planning Department supports the issuance of the Conditional Use Permit.

Finally, because the subject lot is located within the Charlestown NDOD and meets the applicability requirements outlined in Article 28-5, the proposed project is required to undergo Planning Department Design Review. This review should focus primarily on the layout of the



proposed site plan, especially with respect to the off-street parking configuration and its direct impact on the usable open space provided on the lot.

Plans reviewed are titled “Three Attached Townhouses 1 Washington Place Charlestown, MA”, prepared by Timothy Sheehan Architect and dated 1/14/2026.

Recommendation:

In reference to BOA1846713, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with specific focus on the quantity and location of provided off-street parking, as well as the overall alignment of residential units across the site.

Reviewed,

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Deputy Director of Zoning



Case	BOA1825908
ZBA Submitted Date	2026-03-06
ZBA Hearing Date	2026-07-14
Address	229 Harrison AV Boston 02111
Parcel ID	0305472000
Zoning District & Subdistrict	Chinatown Residential Chinatown
Zoning Article	43
Project Description	Convert a two-unit building into a four-unit building including with a gut renovation and converting the fourth floor from a half-story to a full story.
Relief Type	Variance, Conditional Use
Violations	Parking or Loading Insufficient Use: Conditional (Residential Conversion)

Planning Context:

This site includes a row home in Chinatown situated on Harrison Ave, is located a block away from the Josiah Quincy Upper School, and is within a quarter mile of the MBTA Orange Line Tufts Medical Center Station. The existing building is a three-and-a-half story row home with two four-bedroom units. The proposed project is to renovate the building and build out the fourth floor into a full story, resulting in four three-bedroom units. This project does not include parking, which is appropriate given its proximity to transit and the walkability of this neighborhood. The nearby row home buildings are a mix of scale ranging from three to four stories, and between two and twelve units. The introduction of more housing units is in line with planning goals adopted in PLAN: Downtown (2023) for Chinatown, particularly as the new units have more than two bedrooms. The draft new Chinatown zoning, approved by the BPDA Board on May 14, 2026 and going before the Zoning Commission on June 17, 2026, places this property within a new R-1 Residential subdistrict. Were this project to be reviewed under the new zoning, it would be compliant, since the new zoning does not have parking minimums and it does allow for the conversion of residential units.

Zoning Analysis:

The project is cited for insufficient parking, pursuant to Section 43-23. The minimum parking ratio for this zoning subdistrict is 0.5 spaces per unit, resulting in a minimum of two parking



spaces. However, the project is not changing the footprint of the building, and adding parking to this site would require demolition of part or all of the building.

The conversion of a residential use into a dwelling with more families is a conditional use in this Residential Chinatown subdistrict. In granting conditional use, the Zoning Board of Appeal must consider if this site is an appropriate location for such use, whether the use will adversely affect the neighborhood, that there won't be a hazard to vehicles or pedestrians from the use, and that no nuisance will be created by the use. Given the prevalence of smaller or similarly-scaled buildings having four or more units within this subdistrict, it is appropriate at this location.

Plans reviewed are titled "229 Harrison Ave, Boston Permit Set", dated April 7, 2025, and prepared by UP Design & Build, LLC.

Recommendation:

In reference to BOA1825908, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1840986
ZBA Submitted Date	2026-04-20
ZBA Hearing Date	2026-07-14
Address	500 Boylston ST Boston 02116
Parcel ID	0401092000
Zoning District & Subdistrict	Boston Proper B-8
Zoning Article	Underlying Zoning
Project Description	The project proposes a change of use and tenant build out of commercial space to include a takeout restaurant.
Relief Type	Conditional Use
Violations	Conditional Use: Retail Catering

Planning Context:

500 Boylston Street sits in the B-8 subdistrict and is a part of PDA017. While the proposed project sits within an area subject to Ordinance 7.4-11 (Parks Design Review), there are no proposed changes or alterations to the building envelope and so it is not subject to review. Completed in 1989, 500 Boylston Street is a 25-story, postmodernist tower with just over 1.3 million square feet of space. The building features six floors of retail and boutique office space beneath 19 stories of premium, Class A offices. Ground-floor tenants include Starbucks and the recently opened Cactus Club Cafe. The upper office levels house prominent companies such as Wayfair, Freehold Capital Management, and Guggenheim Partners.

PDA017, bounded by Berkley Street, Boylston Street, Clarendon Street, and St. James Avenue was established in 1984 to enable the construction of the building.

The 2015 PDA Amendment states that the Proposed Project is intended to be used for office, retail, service, restaurant, and other uses accessory thereto, including without limitation, all uses listed as allowed and conditional in Exhibit II to the Original PDA Plan. Use Item No.37 (lunch room, restaurant, care etc. for on-premises consumption) is expressly mentioned but not No.36A.

The site is served by the MBTA Green line at the Copley Square and Arlington Street stations, and is serviced by the 9, 10, 39, 55, and 57 buses, making it highly accessible. Newbury Street, to the parcel's north, attracts an estimated 12 million visitors a year and is one of the most trafficked destinations in Boston for tourists.



Zoning Analysis:

Per the zoning letter, the proposed seeks a Conditional Use permit pursuant to Article 8 Section 3 of the zoning code wherein a Retail Catering Use (Use Item No. 36A) is Conditional in a B-8 subdistrict. There are no other zoning violations.

Retail Catering is defined as sale over the counter of on-premises prepared food or drink for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out. The proposed tenant is a fast casual restaurant called “Just Salad”. There are currently two other Just Salad locations in Boston, located on Franklin Street in the Financial District and on Congress Street in the Seaport.

500 Boylston sits within one of the City’s most heavily trafficked commercial districts. However the Use items and restrictions within Article 8 are misaligned with the character of the area and hinder economic development, representing a case for zoning reform. This part of the Back Bay, inclusive of Boylston Street, has some of the City’s highest density of restaurants, cafes, bars, and shops.

A Conditional Use permit for Use Item No. 36A in this area is warranted and appropriate. This represents a case for zoning reform to support business growth and to enable all restaurant uses, including take-out, in more parts of the City.

Plans are dated June 13, 2025 and were prepared by NORR.

Recommendation:

In reference to BOA1840986, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1833097
ZBA Submitted Date	2026-03-25
ZBA Hearing Date	2026-07-14
Address	62 to 64 Baxter ST South Boston 02127
Parcel ID	0600761000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	This project proposes to add a roof deck and pergola to an existing building.
Relief Type	Variance, Conditional Use
Violations	Height Excessive (ft) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Roof Structure Restrictions

Planning Context:

62 to 64 Baxter Street has an existing four-story, four-unit, flat-roofed building. This project proposes a roof deck on half of the existing roof to be accessed solely by unit 4 via an existing roof hatch. An eight-foot tall pergola is proposed on the roof deck in the front portion of the rooftop. The other side of the rooftop, situated above unit 3, was permitted for a roof deck with a pergola situated to the rear in February 2025.

The surrounding properties are all similarly zoned Multifamily Residential and are developed with two- to four-story buildings. Building heights are inconsistent in the area with newer infill and redevelopment projects sitting much taller than older buildings. Roof decks are common on flat roofs in the area.

The site is located within the Restricted Roof Structure and Coastal Flood Resilience (CFROD) overlay districts.

Zoning Analysis:

The project was cited by ISD for violation to the building height maximum and front, side, and rear yard minimums based on Article 68, Sections 8 of the Zoning Code as discussed below. Furthermore, the project is subject to conditional use approval based on its location in a



Restricted Roof Structure overlay district, discussed in Article 68, Section 29, of the Zoning Code.

The dimensional violations related to this project for building height, front, side, and rear yard setbacks are existing conditions unchanged by the proposed project. Therefore, a variance to these violations is appropriate.

Article 68, Section 29 requires that any roofed addition be considered for "the potential of damaging the uniformity of height or architectural character of the immediate vicinity" and considered as a conditional use. The proposed 8-foot tall pergola will sit 9'7" above the existing roof level and 8'1" above the existing parapet. The roof deck will be enclosed by a railing set back approximately 2.5 feet from the edge of the building. While the improvements will increase open space on a property and within an area in which open space is limited, the proposed location of the pergola to the front of the rooftop floor plate will be highly visible from the street and cause an already comparatively tall building to appear even taller. Therefore, Staff recommends approval of the pergola and roof deck under the condition that the pergola be moved further back on the rooftop floor plate to decrease visibility.

Plans reviewed are titled "Roof Deck Project For Nicholas Bianchi and Kelley Koehler," dated December 2025, by Thomas Cracolici.

Recommendation:

In reference to BOA1833097, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for Design Review for consideration of placement of the proposed pergola.

Reviewed,

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Deputy Director of Zoning



Case	BOA1834696
ZBA Submitted Date	2026-03-31
ZBA Hearing Date	2026-07-14
Address	556 E Broadway South Boston 02127
Parcel ID	0602996000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	The project intends to convert the existing three-unit building to a two-unit building through interior renovations.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Side Yard Insufficient

Planning Context:

556 E Broadway is located in a mixed-use part of South Boston on a block characterized by residential and commercial buildings of varying sizes and uses, from single-story businesses to four-story residential condo buildings. 556 E Broadway is a three-unit rowhouse and is similar in character and scale to abutting buildings and the greater neighborhood. The project intends to convert the three-unit to a two-unit building by renovating the interior and updating the structural framing, electrical, and mechanical aspects of the building.

Zoning Analysis:

The project has three dimensional violations.

The first is excessive floor area ratio (FAR). The allowed maximum FAR for this parcel is 1.5. The current FAR of this building is 3.32. The proposed project will not increase nor decrease the current FAR. This FAR is congruent with similar buildings on the same block. Because there is no change in FAR, relief is recommended.

The second violation is rear yard insufficiency. The minimum rear yard depth for this lot should be 20 feet. The current rear yard depth is zero feet. Because the proposed project is an interior renovation only, the rear yard setback is not changing with the proposed plan. Again, relief is recommended.



Finally, the last violation is side yard insufficiency. The minimum side yard depth for this parcel is three feet. The building is a row house, so the current side yard is zero feet on either side. The proposed project will not change the existing side yard. Relief is recommended.

Plans reviewed are titled "EPLANS_556 E Broadway" and were reviewed on 03/05/26.

Recommendation:

In reference to BOA1834696, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1838243
ZBA Submitted Date	2026-04-10
ZBA Hearing Date	2026-07-14
Address	590 E Eighth ST South Boston 02127
Parcel ID	0702112000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Renovate a two-unit home into a one-unit home by expanding the living space on the second and third floors.
Relief Type	Conditional Use
Violations	Side Yard Insufficient Non conformity as to Dimensional Regulations

Planning Context:

The project proposes to change the use of a pre-existing two-unit, 2.5-story dwelling to a one-unit dwelling with a full third story. With this proposal, the pre-existing basement and first floor will remain intact, the second floor will have interior renovations, and the third floor will have both exterior and interior renovations. The renovations of the second floor includes updating the staircase, adding a closet to the existing larger bedroom, demolition of the laundry room into a communal bathroom, creating a new laundry room that connects to the larger bedroom. The renovation of the third floor includes a new staircase, splitting the existing bedroom into two bedrooms and adding closets, demolishing the rear walls and roof to add a new bedroom and bathroom. With the context of the neighborhood, the proposed plans sit in South Boston, a largely multi-family and triple-decker neighborhood. The project is minimally invasive and contextual to the site which is surrounded by similar building typologies and characterized by houses of similar density and scale with a few large housing developments.

Zoning Context:

According to Article 68, side yards needs a minimum of 3 feet in MFR subdistricts in South Boston, yet, the majority of the established and existing sites along E Eighth Street, E Seventh Street, E Sixth Street and K Street are all noncompliant suggesting a zoning code that is overdue for reform. As described in the refusal letter, the proposed project is in violation of



Article 68 Section 35, wherein it states, " a building or use existing on the effective date of this Article and not conforming to the applicable dimensional requirements specified in other provisions of this Article may nevertheless be altered or enlarged, provided that such nonconformity is not increased and that any enlargement itself conforms to such dimensional requirements." The changes proposed in this project are aligned with the overall character of the street, will be contextual in design and massing to its surrounding as it resides in a MFR subdistrict. They are simply expanding their existing FAR from 0.57 to 0.69, with the height of the building increasing by roughly 4 feet, and as such, relief should be granted.

The plans reviewed are titled, "590 E Eight Street Addition/Reno" and were prepared by Gannon Design Group and dated 01/27/2026.

Recommendation:

In reference to BOA1838243, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1821667
ZBA Submitted Date	2026-02-17
ZBA Hearing Date	2026-07-14
Address	610 to 610A Tremont ST Roxbury 02118
Parcel ID	0900091000
Zoning District & Subdistrict	South End Neighborhood MFR-LS
Zoning Article	64
Project Description	This project proposes a change of use to a restaurant.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

610-610A Tremont Street contains an existing, vacant retail space located in the South End Landmark District, less than half a mile from the Back Bay MBTA Orange Line Station and with bike lanes immediately outside the subject property. This segment of Tremont Street is lined with a consistent building typology of rowhouses, and while there are no active commercial uses within the subject block itself, adjacent blocks are commonly developed with commercial uses on the ground floor and residential units on upper floors. Directly across Tremont Street, a wine shop, dry cleaner, clothing store, and specialty craft store operate directly under residential uses above. Similarly, blocks to the north and south contain restaurant, bakery, and personal service uses accessed from street level below residential uses above.

The subject project proposes conversion of the existing space into a cafe and bakery, classified by ISD as a Restaurant. No existing or proposed parking is associated with the subject commercial space, as is common along Tremont Street, and no work is proposed to the exterior of the building.

This parcel is located in both the Coastal Flood Resilience (CFROD) and the Groundwater Conservation (GCOD) overlay districts, as well as Restricted Parking and Restricted Roof districts. As all work is proposed within the existing building envelope, the project is not subject to any additional review under these overlay districts.

Zoning Analysis:



The project was cited for needing conditional approval of a Restaurant use for the proposed cafe and bakery based on Article 6. Section 3 of this article outlines the considerations for approval of a conditional use including appropriateness for the location, effect on the surrounding neighborhood, impact to vehicles and pedestrians, general nuisance, availability of facilities, and general compliance with overlay districts applicable to the property. This segment of Tremont Street is lined with commercial businesses including restaurants, cafes, and bakeries, yet none are within this block of Tremont Street. The addition of a restaurant use to this block of Tremont will have minimal impact to the surrounding area and persons as this is a proposed tenant finish out of an existing commercial space. It is not expected to have any adverse impact, and Staff recommends approval of the conditional use.

Plans reviewed are titled "Proposed Leche y Mel Bakery and Cafe," prepared by Kallon Architecture Design and Contracting Co. and dated March 2021.

Recommendation:

In reference to BOA1821667, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1855600
ZBA Submitted Date	2026-05-28
ZBA Hearing Date	2026-07-14
Address	3 Glines AV Jamaica Plain 02119
Parcel ID	1101474000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-4000
Zoning Article	55
Project Description	The project will erect a new three-story, three-unit residential structure with two parking spaces on a vacant lot.
Relief Type	Variance, Conditional Use
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Usable Open Space Insufficient Lot Area Insufficient Parking or Loading Insufficient Use: Conditional

Planning Context:

The subject lot is located at 3 Glines Avenue in the Egelston Square Neighborhood of Jamaica Plain. Glines Avenue is a small, dead-end side street with four existing residential structures built in the interior of the larger block. The existing structures are all two and a half stories tall with small side yards and little to no front or rear yards. The pattern on Glines Avenue is unique, as the surrounding areas contain mostly three-story, triple decker and row home structures with small front yards mixed with two and a half to three story structures on larger lots with planted rear yards. The structures on School Street immediately adjacent to Glines Avenue are three story structures.

Glines Avenue is approximately 0.1 miles from both Washington and Columbus Avenue which are served by MBTA Bus Service. It is also 0.5 miles from the MBTA Stony Brook Station.

The subject lot is currently vacant. The proposed project will build a new, three-story structure with three residential units and two parking spaces. The stamped plans dated 08/04/2025 for the project show a roof deck however, there is a set of unstamped, updated plans dated



04/20/2025 that remove the roof deck and adjust the depth of the front and rear yards. This recommendation is based on the stamped plans dated 08/04/2025.

Zoning Analysis:

The proposed project is cited for nine total violations. The proposed use is a three-unit residential structure. The refusal letter states that the proposed use is Conditional, however, three-unit residential uses are conditional in 2F-9000 subdistricts, not 2F-4000 subdistricts. This use is forbidden in a 2F-4000 subdistrict. The project is required to provide three parking spaces, one for each unit whereas only two parking spaces are proposed. There are several examples of three-unit structures with less than three parking spaces in the subdistrict which suggest that a variance for these requirements is appropriate.

The project is also cited for insufficient lot area and insufficient usable open space. The subject lot is 2,236 square feet whereas the minimum lot size is 4,000 square feet. The project is also required to provide 800 square feet of open space whereas no open space is proposed that is accessible for all units. There are examples of lots with three units that are smaller than 4,000 square feet and have less than 800 square feet of usable open space in the subdistrict, including the abutting lot to the north. Usable open space is an important resource that must be prioritized however the size of the lot makes meeting these zoning requirements very difficult.

The project is cited for additional dimensional violations including excessive floor area ratio (FAR), excessive height, and insufficient front, side and rear yards. The proposed FAR is 1.54 and the maximum is 0.6. The proposed height is 3 stories while the maximum is 2.5 stories. The small size of the subject lot contributes to the FAR violation, even though the 3-story structure is consistent in bulk to the surrounding neighborhood. The yard violations are for the 0.5-foot front yard where 15 feet are required, 3-foot side yard where 10 feet are required, and 8-foot rear yard where a minimum of 15 feet is required for the shallow lot. The project's yard violations are because the lot is exceptionally shallow. In order to attempt to provide parking on one side of the lot, one of the side yards must be much smaller than the other. A variance for these dimensional violations is appropriate because it allows the property owner reasonable use of the lot while maintaining adequate light and air between the proposed structure and neighboring structures.

Plans reviewed 1 Glines Ave. prepared by "context a collaborative design workshop" dated 08/04/2025.



Planning Department

CITY of BOSTON

Recommendation:

In reference to BOA1855600, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1835904
ZBA Submitted Date	2026-04-02
ZBA Hearing Date	2026-07-14
Address	105 Pleasantview ST Hyde Park 02136
Parcel ID	1807257000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Convert a one-unit home into a two-unit home via a second story addition.
Relief Type	Variance
Violations	FAR Excessive Front Yard Insufficient Rear Yard Insufficient

Planning Context:

105 Pleasantville St is located in a residential area of Hyde Park, characterized by a typology of predominantly one-unit dwellings with the occasional two-unit dwelling. The area features moderate lot coverage pattern, with homes typically maintaining moderate setbacks.

The subject property itself is a one-unit, one-story building that shares a similar size and character with the surrounding homes on the street. The proponent is seeking to construct a second story addition to become its own unit. This change would be characterized as an additional dwelling unit (ADU). The updates to the home do not noticeably stand out against the existing street environment, as two-story homes are already prevalent.

Zoning Analysis:

This proposal has triggered three zoning violations: excessive FAR, front and side yard excessive.

The existing FAR is 0.24, and the maximum allowed is 0.5. With the proposed second-story addition, the FAR would increase to 0.54. The abutting property at 109 Pleasantville St has an FAR of 0.53. Because the expansion adds a second unit vertically rather than expanding the building footprint, this increase is reasonable. Relief is recommended.



The existing front yard setback is 19.7 feet, while the side yard setbacks measure 11.5 feet on one side and 14 feet on the other. The required minimum front yard setback is 25 feet.

However, this is an existing nonconformity, as the proposed addition does not further reduce the front yard setback. The required minimum side yard setback is 10 feet. While neither the plans nor the refusal letter explicitly explain how the side yard violation is triggered, the plans indicate that the proposed exterior stairway to the second-floor unit may encroach into the required setback. Because this encroachment is necessary to provide safe access to the new unit and is modest in scale, relief is recommended.

Plans reviewed are titled "Certified Plot Plan Located at 105 Pleasantville St", and are prepared by David Harmon Architecture, and dated March 10, 2026.

Recommendation:

In reference to BOA1835904, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1833442
ZBA Submitted Date	2026-03-26
ZBA Hearing Date	2026-07-14
Address	17R Melton RD Brighton 02135
Parcel ID	2102679000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	Rebuild an existing garage.
Relief Type	Variance
Violations	Dimensional Regulations

Planning Context:

The project is located at 17R Melton Road in Brighton in a residential neighborhood made up of detached one, two, and multi-family homes on lots with different shapes and setback conditions. Several nearby properties also have detached garages located along side yards and toward the rear of properties, which reflects the existing development pattern on the street.

The proposal is to rebuild an existing detached garage in about the same location and size as the current structure. The project does not add a new use or significantly change the layout of the property. Instead, it replaces an older garage with a new structure while maintaining the existing residential character of the site.

The lot has an irregular shape and limited space for relocating the garage to another area of the property. The proposed garage is consistent with other detached garages in the neighborhood and reflects the existing conditions commonly found along Melton Road.

Zoning Analysis:

The proposed project includes the demolition and reconstruction of an existing detached garage in approximately the same location and footprint on the property. Zoning relief is required for the following reason:

Article 51, Section 9 – Dimensional Regulations: The proposed garage maintains existing nonconforming setback conditions. The structure sits on the front property line and is located approximately 5 feet 8 inches from the neighboring side property line, where greater setbacks are required in the 2F-5000 subdistrict. A variance is required. The relief reflects the existing



placement of the garage, the irregular shape of the lot, and longstanding site conditions rather than a significant expansion of the structure.

The proposal maintains the existing residential use and accessory garage function while replacing an aging structure with a new garage in substantially the same location. The requested relief reflects existing site constraints and longstanding neighborhood development patterns rather than new impacts created by the project.

Plans titled "Plan of Land, 17 Melton Road, Boston, Massachusetts (Brighton District)," prepared by Greater Boston Surveying and Engineering, dated June 20, 2024, were reviewed in support of this recommendation.

Recommendation:

In reference to BOA1833442, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1834869
ZBA Submitted Date	2026-03-31
ZBA Hearing Date	2026-07-14
Address	231 Princeton ST East Boston 02128
Parcel ID	0107021000
Zoning District & Subdistrict	East Boston Neighborhood EBR-3
Zoning Article	53
Project Description	The project at 231 Princeton proposes a ground-floor addition and rear elevation improvements, all located within the same footprint as the existing stair and landing. The rear elevation work includes a new first-floor deck, an extension of the existing second-floor deck, and a rear spiral stair providing access between the deck levels.
Relief Type	Variance
Violations	Rear Yard Insufficient Building Lot Coverage Excessive Permeable Area of Lot Insufficient Roof Structure Restrictions

Planning Context:

231 Princeton Street is currently developed with a two-story dwelling in a predominantly low- to moderate-density residential area. In the surrounding neighborhood, three-unit buildings are a common residential typology.

Lots in the vicinity are generally narrow and elongated. Along Princeton Street, the prevailing pattern is a single building per lot, typically two to three stories in height, with building footprints that occupy a substantial portion of the lot area.

The property is also located within the East Boston Neighborhood Restricted Roof Area, where additional zoning limitations apply to roof structures and upper-level improvements.

Zoning Analysis:

The proposal received citations for insufficient rear yard depth, excessive building lot coverage, insufficient permeable lot area, and roof-structure conditions.



The property is located within the EBR-3 subdistrict. Under Article 53, Section 53-5.3 and Table F, the applicable zoning requirements address rear yard depth, building lot coverage, and permeable lot area. Roof-structure conditions are addressed separately under Article 53, Section 53-25.

For rear yard depth, the required rear yard is approximately 24.8 feet, calculated as one-third of the 74.5-foot lot depth. The existing rear yard condition is already nonconforming and varies because of the angled rear lot line, measuring approximately 13.9 feet at the rear-right wood deck and approximately 20.1 feet from the rear wall. The proposal provides approximately 14.3 feet, which remains below the required rear yard depth but responds to the existing nonconforming rear-yard condition and better organizes the rear access and deck arrangement.

For building lot coverage, the citation appears to have been issued in error. The citation identifies a 992-square-foot building footprint but appears to apply that figure to an incorrect lot area. The proposed plot plan shows a lot area of approximately 1,713.50 square feet. Based on a 992-square-foot building footprint, the proposed building lot coverage is approximately 57.9%, which is below the maximum permitted 60%.

For permeable lot area, the minimum required is 30% of the lot. The submitted plans do not identify an existing or proposed permeable-area calculation. The proposed 89-square-foot ground-floor addition encloses the area of the existing exterior stair and does not introduce new lot coverage outside that existing footprint. Based on the submitted plans, the project does not appear to reduce permeable area or worsen any existing condition related to permeability.

For roof-structure conditions, the citation letter cites Article 53, Section 53-25, but does not explain how the roof restrictions apply. Based on the submitted plans, the proposed exterior spiral stair, railings, and deck extension are located at the rear of the building, above the lower rear roof area, and aligned with the existing second-floor level. The proposed work is not located on, and does not alter, the uppermost roof.

Accordingly, the roof-related condition is more accurately understood as a rear access and deck reconfiguration above the lower rear roof area, rather than the creation of a new roof structure on the uppermost roof. The proposal works within the existing rear stair and deck condition to allow enclosed gross floor area below while providing a more organized access and deck arrangement above. This configuration responds to the existing nonconforming rear-yard-depth



condition by improving the organization of the rear access area, remaining limited to the rear of the building, leaving the uppermost roof unchanged, and avoiding any impact on the Princeton Street public way.

The plans reviewed include the “Existing Plot Plan” dated 01/21/2026 and the “Proposed Plot Plan” dated 03/09/2026, prepared by Cerrato Land Surveying, along with the “Remodeling Design – 231 Princeton St, East Boston, MA” dated 03/12/2026, prepared by Boston 5 Contractors Inc.

Recommendation:

In reference to BOA1834869, the Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1704408
ZBA Submitted Date	2025-03-30
ZBA Hearing Date	2026-07-14
Address	191 Main ST Charlestown 02129
Parcel ID	0200466000
Zoning District & Subdistrict	Charlestown Neighborhood NS
Zoning Article	62
Project Description	Change of ground-floor use to Liquor Store. No internal or external changes to the existing building.
Relief Type	Variance, Conditional Use
Violations	Parking or Loading Insufficient Use: Conditional (Liquor Store)

Planning Context:

In 2024, the property at 191 Main Street was redeveloped from a vacant, single-story retail building into a four-story, mixed-use building. This redevelopment introduced new housing to a centrally located, well-connected portion of Charlestown while aligning with the established pattern of active ground-floor uses along Main Street. As one of the neighborhood’s primary thoroughways, Main Street serves as a central commercial corridor lined with a mix of active ground-floor businesses, including restaurants, convenience stores, and boutiques, broken up by occasional residential stretches. The subject property sits within the most concentrated cluster of retail and dining options in the Charlestown neighborhood, located directly across from the Bunker Hill Mall and a two-minute (0.1-mile) walk from the existing Charlestown Liquors.

PLAN: Charlestown (2023) offers explicit guidance regarding the ground-floor programming of 191 Main Street. As indicated in Figure 183 of the plan, this parcel is recommended to maintain a ground-floor retail use, a directive that both the initial redevelopment and the currently proposed conditional use actively support. Despite the close proximity of the existing Charlestown Liquors, this new proposed use further advances the core objectives of the Neighborhood Shopping subdistrict in which 191 Main Street is situated, creating a fresh, active ground-floor use within a prominent, high-traffic hub at the heart of the neighborhood.



Zoning Analysis:

The proposed ground-floor use requires the issuance of a Conditional Use Permit under Article 62, Table B, as well as relief for insufficient off-street parking. Pursuant to Article 6-3, a Conditional Use Permit may be granted by the Board of Appeal when a proposed use is determined to be appropriate for its location, will not adversely affect the neighborhood, and will not constitute a nuisance. Given that the proposed ground-floor use is situated within a high-traffic, retail-focused portion of Charlestown, directly aligns with the planning recommendations of PLAN: Charlestown, and activates a currently vacant storefront fronting Main Street, the location is highly appropriate and ensures the use will not cause a nuisance for the surrounding businesses or residents. As such, the Planning Department supports the issuance of this conditional use permit. In addition to zoning, the proposed use will require further review and approval by the Boston Licensing Board, who have additional regulatory oversight over liquor stores.

Article 62, Table E mandates that 0.4 off-street parking spaces be provided for every 1,000 sq ft of retail space. Since the ground floor has a total area of approximately 1,427 sq ft, the project is subject to this requirement despite the submitted plans showing zero off-street parking spaces. However, 191 Main Street is located in an exceptionally walkable and transit-accessible section of Charlestown, having close proximity to the MBTA Orange Line's Community College Station. Given this transit connectivity, the lot's immediate proximity to the Bunker Hill Mall surface parking lot, and the short-visit nature of the proposed retail use, the Planning Department supports relief for the lack of provided off-street parking.

Plans reviewed are titled "Proposed Mixed-Use Building 191 Main Street, Charlestown, MA, 02129", prepared by Choo & Company, INC. and dated 12-07-2022.

Recommendation:

In reference to BOA1704408, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1857327
ZBA Submitted Date	2026-06-03
ZBA Hearing Date	2026-07-14
Address	769 Columbia RD Dorchester 02125
Parcel ID	0702925000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-D-3000
Zoning Article	65
Project Description	Add three units to an existing three-unit building through a rear addition and basement renovation.
Relief Type	Variance
Violations	Usable Open Space Insufficient Additional Lot Area Insufficient Parking or Loading Insufficient Usable Open Space Insufficient Parking design and maneuverability Use: Multifamily Use: Basement units forbidden

Planning Context:

The proposed project would renovate an existing double triple decker with 3 units, into a 6 unit multifamily building. This will be achieved through renovating a currently unfinished basement, and a small rear addition whose footprint will occupy the currently existing rear deck's footprint. The project is located in Dorchester, at the nexus of the Polish Triangle and the Little Saigon neighborhoods near the nexus of Columbia and Dorchester Ave. This area is characterized by commercial and mixed-use buildings along Dorchester Avenue, with dense residential development common as one moves away from the main street. The triple-decker is the predominant form of residential building both along Dorchester Ave and the surrounding neighborhood.

This area of Dorchester is well served by public transit. It is located around 500 feet from Dorchester Avenue with its active bus connections, as well as 500 feet from JFK/UMass MBTA red line station, with connections to both the Braintree and Ashmont lines.

Zoning Analysis:



The proposed project is triggering 7 separate zoning violations. The first of these violations is for use. This project is located in a 3F-D-3000 zoning district, which has multifamily residential as a forbidden use. However, this does not match the built reality of the neighborhood. There is an abundance of building typologies that exceed the zoning. Double-wide triple-deckers are common throughout the area, which contain 6+ units. The existing building fits within this typology but with only one unit per floor as opposed to the typical two units. In addition, the proposed project will expand only to within the existing footprint of the rear in addition to the basement renovation. The proposed project is working to renovate the project without causing disruption to the existing massing or character. This reflects a disconnect between the zoning code and the character of the neighborhood and is an indicator of needed zoning reform.

The above mentioned basement units constitute their own violations as basement units are forbidden throughout the Dorchester Neighborhood District. However, this is a neighborhood wide requirement that doesn't achieve its intended goals in this location. There is minimal risk of flooding and the unit is thoughtfully designed. This unit fits within the context of the neighborhood without compromising unit livability. This project additionally is not located in a flood overlay district and is located on the precipice of a hill, minimizing flooding risk.

The next violation in regards to density is that the additional lot area per unit is excessive. The zoning code requires a base of 3,000 square feet with an additional 1,500 square feet per unit on the parcel. The proposed project is for six units on 5,310 square Feet of land, or about 355 square feet per unit. This again reflects the disconnect at the zoning code and the built reality of the neighborhood. The lot sizes for the area are prohibitive to meet this requirement. The neighborhood character would drastically change if this were vigorously adhered too. The proposed addition exists at a similar scale to nearby residences.

The next violation is in regard to usable open space on the property. The zoning code requires 300 square feet of open space per dwelling unit, while the project is proposing a ratio of 290 square feet per dwelling unit. This is also in line with neighborhood character. Small front yards with no rear yard or significant side setbacks are common in this area. Where rear yards are present, paved driveways are very common leaving very little open space.

The next violation regards off street parking. The zoning requires a parking ratio of 1.25 spaces per unit, or 8 spaces where the proposed project is providing 3. While it technically does not meet the requirements for parking under the zoning code, little to no on parcel parking is common in this area of Dorchester. Street parking is the predominant form of parking, and this

BOA1857327

2026-07-14

2 Planning Department



project is located within proximity of public transportation options. While this is a violation, BTD parking guidelines have highlighted this as an area that contextually makes sense for a required parking ratio of as little as 0 spaces per unit. This project is providing 3 spaces above that 0 space ratio, and so a variance is recommended.

The next violation is for parking design and maneuverability. This is triggered by the single drive lane and condensed parking scheme proposed by the project. The proposed project is similar in scale to many of its neighbors, and this includes the parking situation as well. One or two space tandem parking is common in this area. The size of the lots in the area make it prohibitive to dedicate that much space to parking. The proposed project is in line with the amount of parking, and even provides parallel space, which is an improvement over the tandem spaces that are common in the area.

This project is also located within the Dorchester Neighborhood Design Overlay District, so the Planning Department recommends that a proviso for design review with attention to preserving original architectural features be included.

Plans reviewed are titled "769 Columbia Road" created by Context Design Studios and dated 9/19/25.

Recommendation:

In reference to BOA1857327, The Planning Department recommends APPROVAL WITH PROVISIO that plans be submitted to the Planning Department for design review with attention to retaining the original architectural features on street-facing facades such as the proportions of window openings.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1824479
ZBA Submitted Date	2026-03-02
ZBA Hearing Date	2026-07-14
Address	128 G ST South Boston 02127
Parcel ID	0701580000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Confirm and legalize an existing basement dwelling unit, changing the use from a two-unit dwelling to a three-unit dwelling, and install a sprinkler system throughout the building.
Relief Type	Variance
Violations	Off Street Parking Regulations Additional Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Basement Units Forbidden

Planning Context:

The surrounding area is characterized by moderate- to high-density residential uses, including one-, two-, and three-family dwellings on compact urban lots. The neighborhood contains a consistent residential fabric with attached and semi-attached residential buildings, a well-established streetscape pattern, and a development character typical of the surrounding South Boston area.

The proposal seeks to legalize an existing basement dwelling unit that was established without the required permits. The property is not located within the Coastal Flood Resilience Overlay District (CFROD) or a FEMA-designated flood zone, and the basement level is partially above grade with the adequate ceiling height and direct egress as shown in the submitted plans. No changes are proposed to the building footprint, height, or overall building envelope, and the requested zoning relief for additional lot area per dwelling unit, floor area ratio (FAR), usable open space, and off-street parking reflects existing conditions that will remain unchanged.

Zoning Analysis:



The proposal requires zoning relief for basement dwelling units, additional lot area per dwelling unit, excessive floor area ratio (FAR), insufficient usable open space, and off-street parking requirements.

The first citation concerns basement dwelling units. The proposal seeks to confirm and legalize an existing dwelling unit located in the basement, resulting in a change in occupancy from a two-family dwelling to a three-family dwelling. Pursuant to Article 68, dwelling units in basements are forbidden in the South Boston Neighborhood District and therefore require zoning relief. Relief is appropriate because the unit currently exists within the building and no expansion of the building footprint, height, or massing is proposed. Additionally, the property is not located within the Coastal Flood Resilience Overlay District, and the existing basement unit includes an egress that supports its continued residential use.

The second and third citations concern additional lot area per dwelling unit and usable open space. The proposal seeks to confirm and legalize an existing basement dwelling unit, resulting in a change in use from a two-family dwelling to a three-family dwelling. The addition of a third dwelling unit increases the amount of lot area and usable open space required under the Zoning Code. While no changes are proposed to the lot, building footprint, or site layout, the property does not provide sufficient lot area or usable open space to satisfy the requirements associated with a three-family dwelling. Accordingly, zoning relief is required. Relief is appropriate because the proposal does not alter the existing building or reduce existing open space, but rather confirms an existing residential unit within the structure. Furthermore, the subject property's lot size of approximately 1,531 square feet is consistent with the compact development pattern found along G Street and throughout the surrounding South Boston neighborhood. For example, the abutting property at 124 G Street contains approximately 1,054 square feet of lot area, demonstrating that similarly sized lots are common in the immediate vicinity.

The fourth citation concerns floor area ratio (FAR). While the legalization of the basement unit results in a floor area calculation that exceeds the maximum FAR permitted in the MFR Subdistrict, no additions or exterior alterations are proposed. The building footprint, height, massing, and overall building envelope will remain unchanged. Accordingly, zoning relief is required. Relief is appropriate because the proposal does not increase the visual density or physical scale of the building, but rather reallocates existing interior floor area within the structure.



The fifth citation concerns off-street parking. No off-street parking is provided on the site. Relief is appropriate because the proposal does not alter the existing site conditions and because off-street parking is generally absent along this block of G Street. The lack of off-street parking is a common neighborhood condition rather than a unique circumstance of the subject property.

The building envelope and footprint remain unchanged and the basement level is partially above grade due to existing site topography and slope conditions. The property is not located within the Coastal Flood Resilience Overlay District (CFROD) or a FEMA-designated flood zone. Accordingly, the requested relief is appropriate within the existing site context.

This Analysis is based on plans prepared by Context design workshop "128 G Street, South Boston, 02127" dated July 7th, 2026.

Recommendation:

In reference to BOA1824479, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1835385
ZBA Submitted Date	2026-04-01
ZBA Hearing Date	2026-07-14
Address	63 Telegraph ST South Boston 02127
Parcel ID	0701296000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project proposes to demolish and erect a new roof, dormers, and deck to an existing two-unit structure.
Relief Type	Conditional Use, Variance
Violations	Rear Yard Insufficient Side Yard Insufficient Roof Structure Restrictions Off Street Parking Regulations

Planning Context:

The proposed project currently supports two (2) units and three (3) stories, conforming to the surrounding neighborhood which hosts three-story and multifamily buildings. The lot also sits in a multifamily residential subdistrict. The proposed project demolishes the existing roof and erects a new roof and dormers. The new design follows the characteristics of multiple structures which includes dormers and gable roofs. Furthermore, the project proposes the reconstruction of the rear deck to provide proper egress. Multiple properties, including two structures neighboring the proposed structure, have rear decks similar to the proposed deck. The surrounding lots can be contextualized as narrow and long which forces many of the buildings to have zero-lot lines.

Zoning Analysis:

The refusal letters states four (4) violations of the Zoning Code: Side Yard Insufficient (Article 68, Section 8), Rear Yard Insufficient (Article 68, Section 8), Off Street Parking Requirement (Article 68, Section 33), and Roof Structure Restrictions (Article 68, Section 29).



The violations of Side Yard Insufficient, Rear Yard Insufficient, and Off Street Parking Requirement are all existing nonconformities that are not being altered by the project.

The proposed project's roof structure restrictions violation is triggered by Section 68-29 of the Code, which states that a conditional use permit is necessary for any project proposing to alter the roofline of an existing residential structure. The proposed project is demolishing and reconstructing a new roof and dormers, triggering the zoning violation. The mansard roof is not common within this area of South Boston causing an interrupted roof line in this area. Through Planning Department Design Review, the architecture of the newly constructed roof can conform more closely to the surrounding structures - creating a more continuous and consistent roof line. The proposed dormer additions to the building are contextual to its surroundings.

The plans reviewed are titled ALT1819902 refusal stamped plans 03 23 2026 and were reviewed 3/23/26. They were prepared by the Design Resource Team (DRT).

Recommendation:

In reference to BOA1835385, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to focus on the reduction of roof height.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1836310
ZBA Submitted Date	2026-04-03
ZBA Hearing Date	2026-07-14
Address	44 Granger ST Dorchester 02122
Parcel ID	1500174000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Construct a new three-unit triple-decker style building
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient Forbidden use: 3 Family Residential

Planning Context:

The proposed project would construct a new three-unit, triple-decker style residential building. The lot was previously occupied by a one-unit residence that has already been demolished. This area of Dorchester is characterized by dense residential development. While the area is zoned for two-unit residential uses, triple deckers with three units are extremely common. The proposed project is working to both match the neighborhood in scale and design and fits in with the local context.

The proposed project is also well connected to transit. It is located a tenth of a mile from Dorchester avenue with the 15 bus. It is also located within a quarter mile of the MBTA Red Line Fields Corner Station which, in addition to Red Line T service, acts as a nexus for various local bus routes.

Zoning Analysis:

This project is proposing a forbidden use: The area is zoned for up to two units. However, three unit residential is common in this area, with many neighbors being in the traditional triple decker style. The proposed project is of a similar scale and density to nearby existing projects. The building manages to fit a unit above the maximum without creating a building that stands out



from neighborhood character. The appropriate sizing of the building, with the added neighborhood three unit context, points to the appropriate fit of three unit residential.

In a similar vein, the project has also been cited for insufficient lot area. The zoning code requires a lot of 5,000 square feet, while the proposed project is located on a lot that is around 4,000 Square feet. This again highlights a disconnect between the zoning code and built reality. 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 under this regulation. 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 first two violations are in regards 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 reality. The parcels along Granger Street are similarly sized. The frontage requirement is the same along all of Granger St. This means that almost every building on this road is out of compliance with the existing zoning code. These violations create an unusable parcel and places a hardship on the proponent in order to follow the zoning code. A variance should be granted and zoning reform should be explored.

The next violation is due to the FAR being above the zoned maximum. The proposed project has a FAR of .77 while the area is only zoned for a FAR of 0.50. This is not reflective of the built environment of the neighborhood. The triple-decker that occupies the half to two thirds of the lot is exceedingly common in this area, with FARs above the 0.50 maximum. If this violation were to be applied to the area, the familiar built fabric would be unrecognizable. This again highlights the need for zoning reform for the area.

The next violation is due to the excessive height of the proposed structure. The neighborhood is zoned for two and a half stories, while the project proposes a full three stories. This is not reflective of the larger built environment. Where two and a half stories is predominant, full three-story buildings are also present within the area. Even though it is half a story above the maximum height in stories, the project is only proposing a building height of 32 —below the maximum of 35 feet—again highlighting the appropriate dimensions of the project. This requirement is not at all reflective of the larger development patterns in the area and highlights the need for potential zoning reform.



The final violation is in regards to the side setback. There is a zoning requirement of a 10-foot setback, while the project only has a 3-foot setback on the right side of the property, facing Angell St.. This is reflective of the larger trend on Granger St.. As driveways with rear parking are common in the neighborhood, many of the buildings along the street are shifted to one side of the property in order to accommodate the drive lane for parking. The proposed setback makes sense within this context and points to the potential need for zoning reform in the area.

While the side entrance is accessible, the main entrance has to be accessible for those with mobility issues. While the side entrance is accessible for those with disabilities, the main entrance is above grade and not accessible; for new construction, the accessible entrance should be the main entrance wherever possible.

Plans reviewed are titled "New Construction-3 Family" created by JCBT Architects and dated 4/9/25.

Recommendation:

In reference to BOA1836310, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for design review so that the main entry way can be redesigned to put the entrance at grade for accessibility.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1837040
ZBA Submitted Date	2026-04-07
ZBA Hearing Date	2026-07-14
Address	3 Bruce ST Dorchester 02124
Parcel ID	1603155000
Zoning District & Subdistrict	Dorchester Neighborhood 1F-5000
Zoning Article	65
Project Description	Renovate existing unfinished basement space into additional area for an already existing unit.
Relief Type	Variance
Violations	FAR Excessive

Planning Context:

The proposed project would renovate an unfinished basement extension of a previously constructed two family building. There are no external dimensional changes and no change in use. The new renovation will be added to the first floor unit. This project aligns well with both the neighborhood character and city planning goals. By expanding the already existing unit, it can allow a family to continue to live in place without having to leave the community and neighborhood.

While the new finished area is located within the basement, the project is not located in an area that is at elevated risk of flooding. There are both stairs and a direct doorway to the outside, allowing for adequate egress. Through removing and installing a new basement slab, the finished floor to ceiling height will be nine feet, which is in line with the other floors of the existing structure. All together, this points to the appropriate fit of the renovation within the existing neighborhood context while being thoughtfully designed.

Zoning Analysis:

The violation is in regards to FAR. The zoning allows for an FAR of 0.5. The existing building is already above this maximum at 0.511. The proposed project has an FAR of 0.675. The FAR is the only dimension that changes for the project, as making the basement occupiable will count towards the FAR, unlike an unfinished storage area. However, there is no external dimensional changes that are being made to the property. This points to the appropriate fit of this addition within the neighborhood context.



Plans reviewed are titled "3 Bruce St" created by Casa Architecture and Construction and dated 5/26/25.

Recommendation:

In reference to BOA1837040, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1824464
ZBA Submitted Date	2026-03-02
ZBA Hearing Date	2026-07-14
Address	679 Canterbury ST Roslindale 02131
Parcel ID	1806505000
Zoning District & Subdistrict	Roslindale Neighborhood CC-1
Zoning Article	67
Project Description	Remove a conditional use proviso related to a restaurant.
Relief Type	Conditional Use
Violations	Other Conditions Necessary as Protection

Planning Context:

The proposed project site is a corner lot at the intersection of American Legion Hwy and Canterbury St. The site is occupied by a single-story structure with three existing commercial establishments (Tasty Kabob, Thoro u Collection, and King Smoke Shop). The site is situated within a larger commercial corridor that contains a mix of grocery, fast food, and retail uses. The application concerns the removal of a proviso that makes a restaurant use conditional. The proposal supports the continued operation of an established neighborhood restaurant that serves the surrounding residential area. Removal of the existing proviso does not alter the underlying use or neighborhood-serving character of the establishment.

Zoning Analysis:

Article 6, Section 4 authorizes the Board to impose conditions on conditional uses when necessary for protection of the surrounding area. The Planning Department finds the existing proviso is no longer necessary as the impact of a restaurant replacing another restaurant has minimal use impact.

Recommendation:

In reference to BOA1824464, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

Kathleen Onuf

Deputy Director of Zoning



Case	BOA1839907
ZBA Submitted Date	2026-04-15
ZBA Hearing Date	2026-07-14
Address	1819 to 1829 Centre ST West Roxbury 02132
Parcel ID	2006253000
Zoning District & Subdistrict	West Roxbury Neighborhood NS
Zoning Article	56
Project Description	Project intends to add a body art studio to the salon in existing space. No work to be done.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The building is located along Centre Street in West Roxbury, a main commercial corridor. It is surrounded by similarly scaled businesses. The project intends to add a body art studio to their existing salon. The body art studio would be located within their existing studio space on the first floor. There is no work to be done with this change of use.

Zoning Analysis:

The proposed use is contextually appropriate given its location within an existing salon and along a commercial corridor. Additionally, the change in use requires no construction or displacement, and thus no disruption to the surrounding area. The project meets the conditions of Article 6-3. A conditional use permit is recommended.

Plan submitted are titled "As-Built Plan" and were reviewed on 04/09/26.

Recommendation:

In reference to BOA1839907, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Case	BOA1805913
ZBA Submitted Date	2025-12-12
ZBA Hearing Date	2026-07-14
Address	42 East ST Dorchester 02122
Parcel ID	1500400000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-5000
Zoning Article	65
Project Description	Demolish the existing single-unit building to construct a new three-story building consisting three townhouses and 6 total garage parking spaces.
Relief Type	Variance, Conditional Use
Violations	Additional Lot Area Insufficient Main Entrance Conditional Use

Planning Context:

This case was deferred from the May 19, 2026 meeting. Changes were made according to the recommendations from past ZBA and design reviews.

The proposed project is a three-story building consisting of three townhouses in a denser area of the Savin Hill neighborhood in Dorchester. This area is characterized by mostly three-unit and four-unit buildings on deep, narrow lots like the proposed project site. 42 East Street is equidistant (about a five-minute walk) from transit, retail and services on Dorchester Avenue and Bowdoin Street.

Zoning Analysis:

The proposed project violates two dimensional regulations and received a conditional use citation for proposing a townhouse.

This project was initially seen by the Board of Appeal previously on July 25, 2023. The project was approved for zoning relief of the violations with provisos to increase the front yard, remove the on-grade parking spaces to increase open space, and undergo design review for potential re-design of the facade facing East Street. The provisos were addressed in this iteration of the design. Therefore, the previous zoning violations are relieved.



The minimum required additional lot area for three units is 2,500 square feet (sf), totalling a 7,500 sf minimum required lot area for this project. The proposed lot area is 7,127 sf. This violation is recommended for relief because a lot of this size is suitable for dwelling units, and the lot area dimension is an existing nonconformity that cannot be changed.

Article 65-9.2 requires that the main entrance of residential units be located on the Front Lot Line. The front unit now has a front-facing main entrance because of a previous Planning Department Design Review, but the other units' entrances face the side lot line. The design of townhouses often necessitates side-oriented entrances, therefore this violation is recommended for relief.

Lastly, townhomes are a conditional use in Three-Family subdistricts. According to Article 6-3 the standards for recommending approval of a conditional use are broadly that the proposed use at the proposed location will not adversely affect the neighborhood, create any hazards, or fail to comply with the provisions of applicable zoning overlays. The proposed project location is appropriate for the townhouse use as long as the facade and building alignment fit the neighborhood context. The conditional use is recommended for approval because of its appropriate location and massing.

Plans reviewed are titled "New Multi-Family Residence", prepared by JCBT Architect, and dated 6/24/21 and 3/31/22.

Recommendation:

In reference to BOA1805913, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department to ensure previous design review standards are implemented.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1852440
ZBA Submitted Date	2026-05-21
ZBA Hearing Date	2026-07-14
Address	142 Arlington ST Brighton 02135
Parcel ID	2204383000
Zoning District & Subdistrict	Allston/Brighton Neighborhood 2F-5000
Zoning Article	51
Project Description	Convert the former non-permitted basement apartment into accessory living space for the owner of Unit 2 by removing the cooking range, bedroom doors, and creating 4-foot cased openings. Existing two means of egress will be retained.
Relief Type	Variance
Violations	Usable Open Space Insufficient Parking or Loading Insufficient Use: Forbidden

Planning Context:

The project is located at 142 Arlington Street in Brighton, within a residential neighborhood consisting primarily of one, two, and multi-family homes. The property contains a non-permitted basement apartment with its own exterior entrance and a layout that includes living, sleeping, bathroom, and kitchen spaces.

The proposal seeks to convert the former non-permitted apartment into accessory living space for the owner of Unit #2 by removing the cooking range, eliminating doors to the former bedrooms, and creating 4-foot-wide cased openings. The existing exterior entrance and two means of egress from the basement would remain.

Zoning Analysis:

The proposed project seeks to reduce the existing building from three dwelling units to two by converting a former non-permitted basement apartment into accessory living space for Unit #2. The proposal includes removing the cooking range and widening openings to the former bedrooms but does not provide an internal connection between the basement and Unit #2. The basement would retain its separate exterior entrance, bathroom, and overall layout, raising



concerns that it could continue to function as an independent dwelling unit rather than accessory living space. Zoning relief is required for the following reasons:

Article 51, Section 8 – Use: Forbidden: The existing basement apartment is a non-permitted dwelling unit. The proposal seeks to eliminate the third dwelling unit and reclassify the basement as accessory living space for Unit #2.

Article 51, Section 9 – Usable Open Space: Relief is required because the property does not provide the required usable open space. The property is located on a 6,050-square-foot lot and contains approximately 4,723 square feet of gross floor area (0.78 FAR). In the 2F-5000 subdistrict, 800 square feet of usable open space is required per dwelling unit. As proposed, the basement retains its independent layout and lacks an internal connection to Unit #2, making it unclear whether the space has been sufficiently incorporated into the principal dwelling. As a result, staff cannot conclude that the proposed reduction from three dwelling units to two has been achieved, and the associated usable open space deficiency has not been resolved.

Article 51, Section 56 – Off-Street Parking: Relief is required because the existing number of off-street parking spaces is insufficient for the proposed use.

Although the proposal removes the cooking appliance, it does not establish a functional connection between the basement and Unit #2. The basement retains its independent entrance, bathroom, and layout, making it difficult to conclude that the space will function solely as accessory living space rather than as a separate dwelling unit.

Given the existing configuration, staff recommends **denial without prejudice** of the requested zoning relief. The basement more closely resembles an independent dwelling unit than an accessory extension of the principal residence. Rather than reclassifying the space as accessory living area, the applicant should consider pursuing an Accessory Dwelling Unit (ADU), which would better reflect the existing layout and align with the City's recent zoning changes encouraging appropriately designed ADUs. Pursuing an ADU would provide a clearer and more defensible planning outcome than approving accessory living space that lacks a functional connection to the primary dwelling.

Plans titled "**Basement Floor Plan, Existing Conditions and Proposed Work,**" prepared by Michael Kim, Registered Architect.



Recommendation: In reference to BOA1852440, The Planning Department recommends DENIAL WITHOUT PREJUDICE.

Reviewed,

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

Deputy Director of Zoning

MEMORANDUM

DECEMBER 11, 2025

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

FROM: CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NICK CARTER, DEVELOPMENT PORTFOLIO MANAGER
ALEXA PINARD, ASSISTANT DEPUTY DIRECTOR FOR DESIGN REVIEW
JOSHUA BARBER, TRANSPORTATION PLANNER
SAM VALENTINE, SENIOR LANDSCAPE ARCHITECT
JASON MCDONALD, PLANNER
TRAVIS ANDERSON, SMART UTILITIES PLANNER

SUBJECT: 100 MAGAZINE STREET, NEWMARKET

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency (“BPDA”) authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 100 Magazine in the Newmarket neighborhood (the “Proposed Project”), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the “Code”); (2) enter into a Community Benefits Agreement with Suffolk Construction Company, Inc. (the “Proponent”) in connection with the Proposed Project and enter into any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed project.

PROJECT SITE

100 Magazine Street is bound by Allerton Street to the northeast, Magazine Street to the southeast, Kemble Street to the southwest, and 76-80 Kemble Street to the northwest (the “Project Site”). The Project Site currently includes the existing Suffolk HQ and a 37,045 gsf building comprised of 27,800 gsf of office/business space and

9,245 gsf of vacant warehouse. The remainder of the Project site consists primarily of paved parking and loading areas serving the Suffolk Construction Campus, in addition to landscape areas providing a perimeter greenspace buffer, and a passive recreation pocket park at the southeast corner of the Project Site.

DEVELOPMENT TEAM

The development team consists of:

Owner/Architect: Suffolk Construction Company, Inc.
Patrick Brophy

Civil and Landscape: Highpoint Engineering Inc.

PROPOSED PROJECT

The Proponent proposes site and building improvements focused on renovating the existing building located on the Project Site. The Proposed Project will not affect the existing Suffolk HQ on the site. The Proposed Project includes renovation of 27,800 sf of occupied and unoccupied business/office space, together with the reconstruction of 9,245 sf of vacant warehouse space as office space to a total of 37,045 sf of office use. The Proposed Project also includes exterior improvements, including façade and window renovations, installation of canopies at building entrances, and replacement of the roof over the warehouse space.

Project Site improvements associated with the Proposed Project include a new landscape courtyard located at the northern end of the existing structure on the Project Site, a reconstructed landscape amenity area east of the existing structure, and significant canopy tree plantings and pollinator planting beds across the site.

The existing pedestrian connections between the 65 Allerton building and the 100 Magazine building will be enhanced through installation of two canopy-covered pedestrian walkways and the above-mentioned landscape spaces, together serving as gateways between the two buildings.

The Proposed Project will also generally improve the pedestrian realm through the widening of sidewalks, the narrowing of driveway curb cuts, the planting of sidewalk-adjacent canopy trees, and the construction of a new perimeter fence around the Project Site. In no location on Kemble Street and Magazine Street

adjacent to the Proposed Project site will the clear Pedestrian Zone measure less than 60", even at a "pinch point" with an existing or proposed sidewalk utility. The Proponent shall petition and obtain approval for the PIC Improvements prior to obtaining an initial building permit.

The Proposed Project's metrics can be found attached as Exhibit A

PLANNING AND ZONING CONTEXT

The Proposed Project is located in the Newmarket Industrial Zoning District's Creative Industrial Subdistrict, governed by Article 90. The Project Site is a large lot made up of multiple buildings and surface parking. Much of the surrounding context is made up of industrial uses and surface parking. The Project Site is within the area of PLAN: Newmarket which encourages the preservation and growth of industrial jobs. The Proposed Project will add to the tree canopy of the neighborhood by including 48 new canopy trees, with a total of 44,745 SF of new tree canopy area, representing a 1,781% increase from the current canopy area. This addition of trees will help fulfill PLAN: Newmarket goals of minimizing the urban heat island in the area due to the severe lack of trees across Newmarket.

Per the requirements of Zoning Code Section 90-8, fencing may not be more than fifty percent opaque and may not be more than six feet high. Planning Department staff recommend zoning relief for maximum fence height. A fence height in excess of six feet is appropriate in this location. Planning Department staff do not recommend zoning relief for fence opacity requirements: the final fence design may not exceed fifty percent opacity. The final fence design is subject to design review approval by the Planning Department.

ARTICLE 80 REVIEW PROCESS

On October 31, 2025, the Proponent filed a Small Project Review Application ("SPRA") pursuant to Article 80E of the City of Boston Zoning Code ("the Code"). The BPDA hosted a virtual public meeting for the Proposed Project on November 20, 2025. The public comment period in connection with the Proponent's submission of the SPRA ended on November 30, 2025.

The virtual public meeting was advertised in the relevant neighborhood newspapers and posted to the BPDA's website and a calendar notification was sent

to all subscribers of the BPDA's Roxbury neighborhood updates. Local city and state elected officials received notification of the public meeting via email.

MITIGATION & COMMUNITY BENEFITS

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

- A financial contribution of \$10,285 to the Boston Transportation Department ("BTD") to support the blue bikes network in Newmarket due prior to the issuance of a Certificate of Occupancy.
- Improvements to sidewalks and public realm on Kemble Street, Magazine Street. Portions of Magazine Street will have the sidewalk widened to up to 120" and to no less than 75", and on Kemble Street to no less than 60" to satisfy Complete Streets guidelines and PLAN: Newmarket recommendations. In addition, the project will eliminate pinch points around existing elements (i.e. lamp posts, utility poles). Three curb cuts on Kemble Street will be removed, and an existing curb cut on Kemble Street providing access to the parking lot will be no wider than 16'. Both curb ramps on the corner of Magazine Street and Kemble Street will be reconstructed and a crosswalk will be provided. A crosswalk will also be provided at Magazine Street and Allerton Street (collectively, the sidewalk widening and curb cut work shall be referred to as "PIC Improvements"). The Proponent shall petition and obtain approval for the PIC Improvements prior to obtain an initial building permit.
- Significant canopy tree plantings that, following the recommendations of PLAN: Newmarket, will expand district tree canopy and reduce Urban Heat Island Effect. Specific tree planting commitments include:
 - The planting of sidewalk-adjacent street trees, selecting spreading-form canopy tree species wherever appropriate and typically spacing these new trees 25' to 40' on center.
 - The planting of qty. 48 canopy trees within the proposed surface parking areas, including the construction of planting "islands" that will provide sufficient soil volumes of 1,000 cu. ft. to allow the trees' growth to mature size. PLAN Newmarket requires all projects to increase the tree canopy of project site.
 - The green infrastructure features within the surface parking area, including bioswale(s), tree trench(es), and/or bioretention area(s) in

the parking lot to be lined with an impermeable liner to account for on-site soil contaminants.

- Creating temporary construction and labor jobs.

URBAN DESIGN

The Proposed Project is subject to continuing design review with the Urban Design division. All proposed physical improvements listed in the Mitigation and Community Benefits section above shall be reflected in the final drawing set. Further details on the above items will be required in continuing design review, with the caveat that this list is not exhaustive.

RECOMMENDATION

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

An appropriate vote follows:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving Suffolk Construction Company, Inc.'s proposed development located at 100 Magazine Street in the Newmarket neighborhood of Boston (the "Proposed Project") in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review; and

FURTHER

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

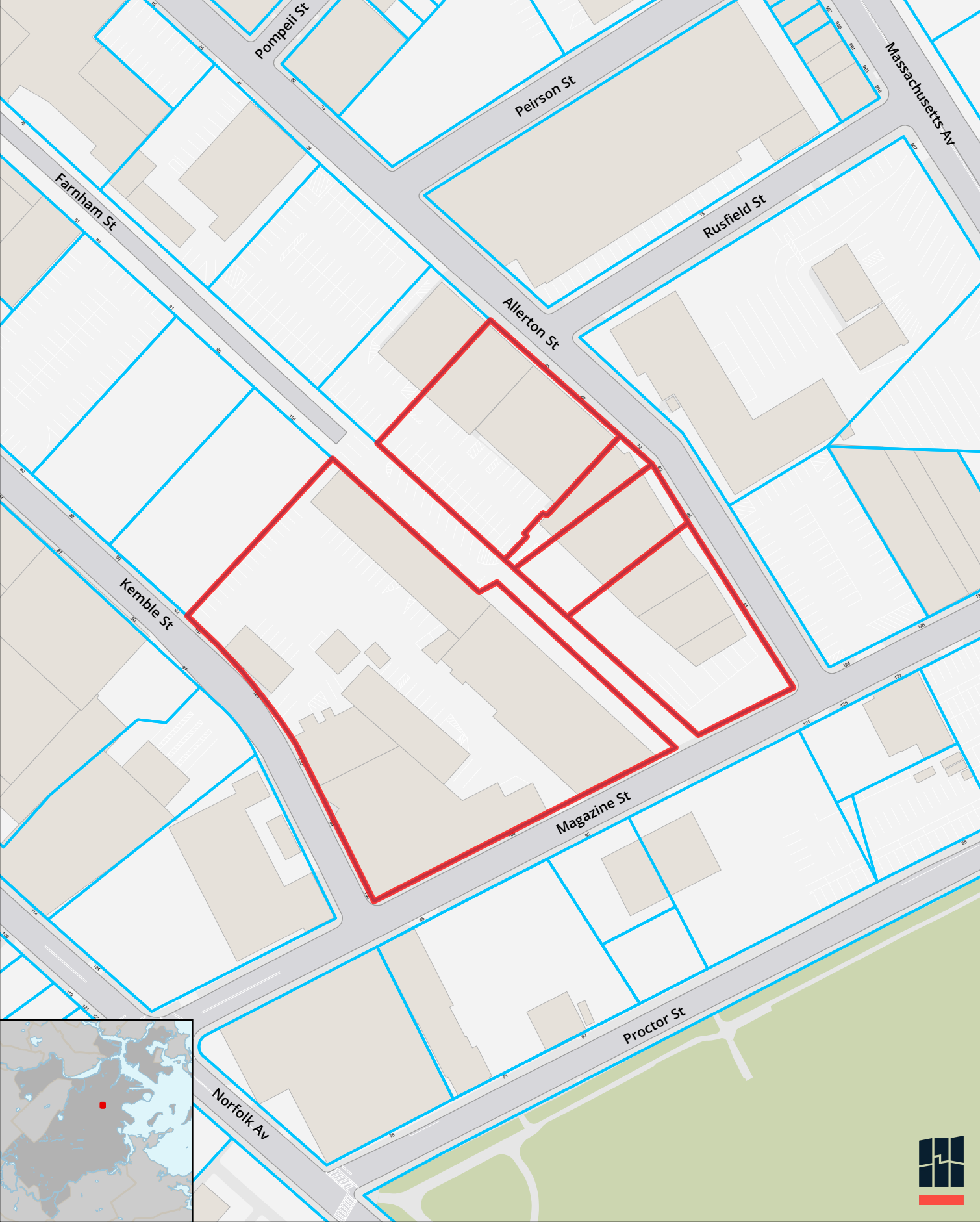
Exhibit A
Project Metric Table

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	37,045
Gross Floor Area	37,045
<i>Residential</i>	0
<i>Office</i>	37,045
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	
Development Cost Estimate	35,000,000\$
Residential Units	
<i>Rental Units</i>	
<i>Ownership Units</i>	
<i>IDP/Affordable Units</i>	
Maximum Parking spaces	348
<i>Long-term Bicycle Parking</i>	22
<i>Short-term Bicycle Parking</i>	
<i>Location of Bike Room</i>	
<i>Bluebike Docks</i>	
<i>Bluebike Stations</i>	
<i>Minimum Monetary Bluebike Contribution</i>	
<i>Loading Bays</i>	

100 Magazine Street



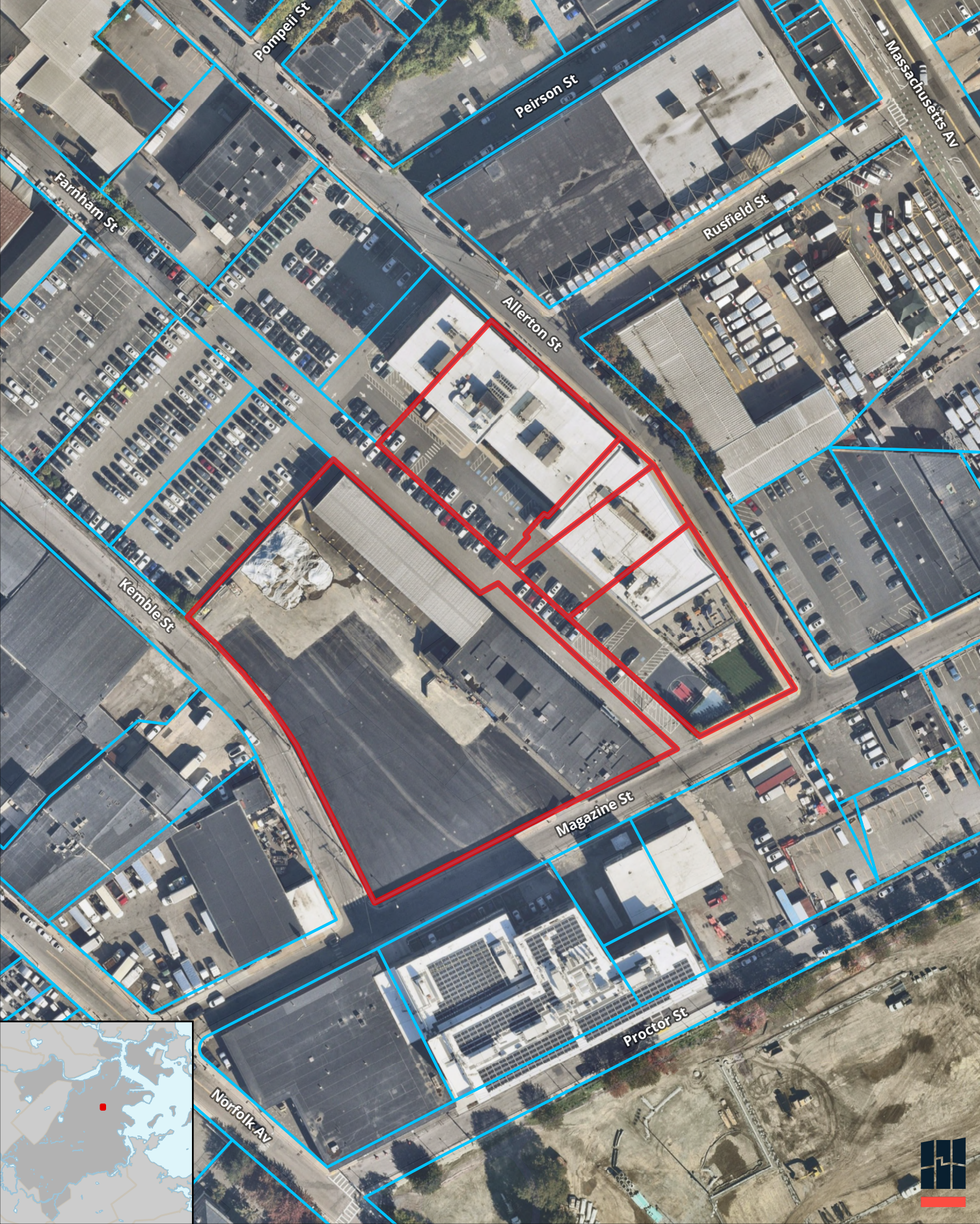
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100 Magazine Street



1:1,400





JOHN FITZGERALD
Boston City Councilor
District 3

December 11, 2025

Chief Kairos Shen
c/o the Boston Planning Department
Boston City Hall, 9th floor
Boston, MA 02201

Re: 100 Magazine Street, Roxbury

Dear Chief Shen:

I am writing this letter to express my strong support for the proposed renovation of 100 Magazine Street in Roxbury.

For over forty years, Suffolk Construction has been a collaborative partner in Boston and an anchor business in the Newmarket District that employs over 500 people at its national headquarters on Allerton Street in Roxbury. I am pleased to support their ongoing contributions to the community and investments in District 3.

The development of 100 Magazine Street will modernize the existing building that houses Suffolk's technology, innovation research and product development teams. When complete, 100 Magazine Street will be the epicenter of artificial intelligence in the built environment. This project represents a significant capital investment in the future of Roxbury and sustainable and efficient construction technologies.

Over the course of my tenure on the City Council, I have steadfastly advocated for public, private and non-profit investment in the Newmarket District of Roxbury. Despite its challenges, this is a neighborhood in transition. Positive capital improvements like the city-led renovations of Clifford Park, the construction of Roxbury Prep High School and the proposed development at 100 Magazine Street will continue to enhance and improve the district. This investment will signal the strength of our community and undoubtedly spur additional positive investments into this critical residential, commercial and industrial district of Boston.

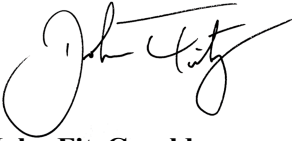
I am pleased with Suffolk's efforts to pro-actively engage the Newmarket Business Improvement District members and community-at-large. Their plan aligns with the community-led Plan Newmarket. Suffolk has been and continues to be, committed to the neighborhood, and the design of their campus demonstrates their willingness to engage, iterate and build a cohesive, sustainable and architecturally pleasing campus in the heart of the Newmarket District.

In addition to thoughtful and creative building design, Suffolk has committed to significant public improvements, including 48 canopy trees, a dramatic increase in greenspace (over 1500%), improvements

to dark-sky compliant lighting, installation of additional security cameras, improved public realm amenities and overall neighborhood safety.

Suffolk is exactly the type of neighborhood-based businesses we should actively encourage to invest and expand throughout Newmarket. The renovations of 100 Magazine Street will allow Suffolk to implement their vision for a unified, interconnected campus that promotes the goals of the Newmarket 21st Century Industrial District. I am pleased to offer my support of Suffolk's investment in Roxbury.

Sincerely,

A handwritten signature in black ink, appearing to read "John FitzGerald". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke extending to the right.

John FitzGerald

Boston City Councilor, District 3



JOHN F. MORAN
STATE REPRESENTATIVE
9th SUFFOLK DISTRICT

STATE HOUSE, ROOM 446
TEL. (617) 722-2460
John.Moran@MAhouse.gov

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

Committees:
House Committee on
Ways and Means
Joint Committee on
Health Care Financing
Joint Committee on Mental Health,
Substance Use and Recovery
Joint Committee on Public Service

December 11, 2025

Chief Kairos Shen
c/o the Boston Planning Department
Boston City Hall, 9th Floor
Boston, MA 02201

RE: 100 Magazine Street, Roxbury

Dear Chief Shen,

Please accept this letter of support for the above reference project.

The project proponent, Suffolk, is an 10B national enterprise that builds, innovates, and invests. Suffolk manages some of the most complex, sophisticated projects in the country, serving clients in every major industry sector, including housing, healthcare, life sciences, education, gaming, transportation/aviation, federal government and public work, mission critical and commercial businesses.

Suffolk is an end-to-end business that provides value throughout the entire project lifecycle by leveraging its core construction management services with vertical service lines that include real estate capital investment, design, self-perform construction services, and technology teams. Founded over 40 years ago, Suffolk employs over 500 people at its national headquarters on Allerton Street in Roxbury.

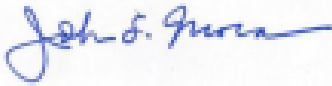
The development of 100 Magazine Street will modernize the existing building that houses Suffolk's existing technology, innovation research, and product development teams. When complete, 100 Magazine Street will be the epicenter of artificial intelligence in the built environment. This project represents a significant investment in the future of Roxbury and sustainable and efficient construction technologies.

For over four decades, Suffolk has been a collaborative partner in Boston and an anchor business in the Newmarket District. Significant public, private and non-profit investments like the renovations of Clifford Park, the construction of Roxbury Prep and the proposed development at 100 Magazine Street will undoubtedly enhance and improve the Newmarket district. In addition to adopting a

cohesive, sustainable urban design, Suffolk has committed to significant public improvements, including 1,500% increase in greenspace, improvements to lighting, transparency, walkability, and safety. I am very satisfied with their public engagement, commitment to the neighborhood, the design of their campus and continued private investments in the district. This is exactly the type of businesses we, as a city, should actively encourage to invest in the Newmarket neighborhood.

The renovations of 100 Magazine Street will allow Suffolk to implement their vision for a unified, interconnected campus that promotes the goals of the Newmarket 21st Century Industrial District. I am pleased to offer my support of Suffolk's investment in Roxbury.

Respectfully,

A handwritten signature in blue ink that reads "John F. Moran". The signature is written in a cursive style with a long horizontal stroke at the end.

John Francis Moran
State Representative
9th Suffolk District

MEMORANDUM

August 14, 2025

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

FROM: CASEY HINES, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT
REVIEW
TYLER ROSS, SENIOR PROJECT MANAGER
ELLA WISE, PLANNING REVIEW
DANIELA ESPINOSA, TRANSPORTATION PLANNER
SAM VALENTINE, SITE DESIGN
ALEXA PINARD, ASSISTANT DEPUTY DIRECTOR OF DESIGN REVIEW

SUBJECT: 1444-1446 DORCHESTER AVENUE, DORCHESTER

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 1444-1446 Dorchester Avenue in Dorchester (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the City of Boston Zoning Code (the "Code"); and (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The project site at 1444-1446 Dorchester Avenue in the City's Dorchester neighborhood includes two (2) contiguous parcels of land of approximately 26,635 total square feet located at the corners of Dorchester Avenue, Adams Street, and Leonard Street in the Fields Corner section of Dorchester (the "Property Site" or "Site"). It consists of an existing four (4) story mixed-use commercial building of approximately 39,950 square feet of Gross Floor Area ("GFA") with retail stores, a

bank, and a Post Office on the ground floor, along with offices and old warehouse storage on the upper floors. The Site also includes the historic Clap-Field House built in the late 1700s, which was later converted into a brick clad storage facility with the rest of the Site in the early 1900s as the O'Hearn's Warehouse.

DEVELOPMENT TEAM

The development team includes:

- Proponent: Big Dot Realty Trust
c/o the Beantown Companies, Inc.
Marc Resnick, Todd Carter, Patrick Gilhuly
- Architect: O'Sullivan Architects, Inc.
David O'Sullivan and Erion Nikolla
- Legal Counsel: McDermott Quilty Miller & Hanley LLP
Joseph P. Hanley, Esq. and Nicholas J. Zozula, Esq.
- Historical
Preservation: William Young
and
The Public Archaeology Laboratory, Inc.
Elizabeth D. Warburton
- Civil Engineer: Peter Nolan & Associates LLC

PROPOSED PROJECT

The Proponent envisions the revitalization of this underutilized Site with the renovation and reconfiguration of the existing commercial building to approximately 15,800 square feet of GFA of commercial and storage and approximately 21,200 square feet of GFA of residential living space, along with proposed new construction (rear and fifth story addition) of approximately 28,000 square feet of GFA of residential with a total of 47 new residential units, including the renovation of the existing Clap-Field House into an additional two (2) units, while maintaining the existing Post Office and ground floor commercial at the Site (the "Proposed Project"). The Proposed Project will include twenty-eight (28) one-

bedroom units, seventeen (17) two-bedroom units, and two (2) three-bedroom units. The total GFA for the newly proposed residential use is 49,089.

OVERALL GROSS FLOOR AREA	EXISTING	PROPOSED IN EX. BUILDING	PROPOSED NEW CONS.	TOTAL RESIDENTIAL
COMMERCIAL + STORAGE	39,950 SF	15,829 SF	0 SF	
RESIDENTIAL	0 SF	21,123 SF	27,966 SF	49,089 SF
TOTAL	39,950 SF	36,952 SF	27,966 SF	

The Proposed Project will also provide for 21 parking spaces (three (3) at grade and 18 underground), compliant bicycle room, and a variety of open space programming, including a ground level interior courtyard with paved accessible walkways, green open space and seating areas of approximately 6,750 square feet, a third floor common roof deck, a fifth floor common roof deck, and two (2) fifth floor private unit roof decks for a total of approximately 9,130 square feet of open space.

Additionally, the Proposed Project will include converting entirely paved space into landscaping, pedestrian connectivity, and related public realm improvements in and around the Site, such as bike racks, street trees, and sidewalk improvements, consistent with the character and housing needs of the surrounding community. The scale, design, and programming of the Proposed Project have been carefully shaped and designed to be complementary and consistent with the ongoing Fields Corner Squares and Streets Planning Initiative. In this regard, the Proposed Project will revitalize this vastly underutilized Property Site with a residential component of market-rate and on-site affordable housing, with a building aesthetic and renovation appropriate in scale, massing, and design for this section of the Dorchester neighborhood.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	71,345

Gross Floor Area	64,918
<i>Residential</i>	49,089
<i>Office</i>	15,829
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	5,427
Development Cost Estimate	19,000,000
Residential Units	47
<i>Rental Units</i>	47
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	9+
Maximum Parking spaces	21
<i>Long-term Bicycle Parking</i>	
<i>Short-term Bicycle Parking</i>	

<i>Location of Bike Room</i>	https://bpda.lightning.force.com/lightning/r/Project_c/a091Q00000WMOCGQA5/view
<i>Bluebike Docks</i>	0
<i>Number of Bluebike Stations</i>	
<i>Minimum Monetary Bluebike Contribution</i>	
<i># of Loading Bays</i>	

PLANNING CONTEXT

The Proposed Project is within the Fields Corner Squares + Streets study area. The Squares + Streets planning and zoning initiative focuses on small geographic areas around the City of Boston, creates plans that reflect community needs, and provides implementable action steps that respond to those needs within a 5–10-year period. The Fields Corner planning process was launched in May 2024 and has included a variety of community engagement strategies to envision the future of the area.

The Proposed Project is located at a prominent location in the heart of the study area. Although the plan is still in the process of being developed, the Proposed Project is consistent with the goals of the Squares + Streets initiative to support mixed-use development and a diverse range of housing and commercial opportunities near transit, preserve and enhance cultural spaces, and increase accessibility and active forms of transportation. Staff review during the Article 80 process was guided by these goals and resulted in siting the new residential construction along Leonard Street rather than in the rear of the site to extend the existing building footprint and create a consistent street wall, the preservation and renovation of the Clap-Field House, and expansion of sidewalks with new street trees.

URBAN DESIGN

- Sidewalk Dimensions: In compliance with Boston’s Complete Streets Policy, the Proponent will make much-needed sidewalk and streetscape

improvements to Leonard Street within the public right-of-way. Leonard Street will maintain a minimum sidewalk width of five (5') feet as measured from the back of curb. All sidewalks will maintain at least five (5') feet clear accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. Concrete sidewalk shall be contiguous and level across driveway at curb cut. All sidewalk improvements are subject to design review and may require approval for a Specific Repairs Action with the Public Improvement Commission ("PIC"). Furthermore, the Proponent may need a pedestrian easement through the PIC process due to sidewalk being set back into parcel line and the Proponent should expect to enter into a maintenance agreement with the PIC.

- Every project with PIC review (Timing): PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed prior to issuance of the Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department ("BTD"), Public Works Department ("PWD"), PIC, and the BPDA. The Proponent should anticipate returning to the BPDA following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC. Anticipated PIC actions includes a pedestrian easement along Leonard Street.
- Street Trees: The Proponent has committed to installing a number of street trees on Leonard Street, which will be installed in tree pits measuring a minimum of three feet by eight feet (3x8) with sufficient accessible soil volumes. The installation of the proposed street trees, in coordination with PIC and/or Parks Department, shall be completed before Certificate of Occupancy issuance for the Proposed Project.
- Open Space/Landscape Plan: The Proponent will survey any tree removals (over six inches at DBH) that will occur for this project and tabulate any removals and replacements to quantify net increase in tree canopy achieved by this project. The Proponent to study how to optimize open space for comfortable use year-round and consider all shadow impacts. A detailed landscaping plan must be included with the construction drawings to be submitted to the BPDA for the Proposed Project for review and approval prior to building permit submittal.
- Grading: The Proponent will ensure that all walkways, paths, etc. conform to the American Disabilities Act (ADA) standards and the Massachusetts Architectural Access Boards (MAAB) standards.

- Existing Public Shade Trees: The two (2) Public Shade Trees along Dorchester Avenue are subject to the protections of M.G.L. Chapter 87 and the Boston Tree Canopy Ordinance. Any proposed impact to Public Shade Trees, including but not limited to removal, canopy pruning, or root pruning, requires approval per these regulations. Approvals required by M.G.L. Chapter 87 must be granted prior to the Proposed Project proceeding to a Public Improvement Commission New Business hearing.
- Trash receptacle: The Proponent will provide an appropriate quantity of trash receptacles on their property (not on the public right-of-way) and will maintain them in perpetuity.

ARTICLE 80 REVIEW PROCESS

On June 3, 2025, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Code (the “Code”). The BPDA sponsored and held a virtual public meeting on June 24, 2025, via Zoom. The meeting was advertised in the local newspapers, posted on the BPDA website, and a notification was emailed to all subscribers of the BPDA’s Dorchester neighborhood update list. The public comment period ended on July 2, 2025.

ZONING

The Property Site is located in the Dorchester Neighborhood Zoning District and the Adams Street Neighborhood Shopping Commercial Zoning Subdistrict and is subject to Article 65 of the City of Boston Zoning Code. It is also located within the Dorchester Neighborhood Design Overlay District.

The Proposed Project anticipates being cited for the following relief from the Code:

1. Article 65, Section 15: First Floor Residential Use Conditional
2. Article 65, Section 16: Floor Area Ratio Excessive
3. Article 65, Section 16: Building Height Excessive
4. Article 65, Section 41: Off-Street Loading Insufficient
5. Article 65, Section 41: Off-Street Parking Insufficient
6. Article 65, Section 41: Off-Street Parking Design and Maneuverability – Access via Easement to Parking Spaces 19, 20, 21 over adjacent lot
7. Article 65, Section 42.13: Two or More Dwellings on Same Lot

MITIGATION AND COMMUNITY BENEFITS

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

- Revitalization of an underutilized Site with an adaptive reuse of approximately 21,123 square feet of commercial/storage to residential use and with proposed new construction via vertical addition to the existing building of approximately 27,966 square feet of new residential use;
- Creation of 47 new and much-needed residential units along with the creation of nine (9) new affordable units;
- Renovation of the historic Clap-Field House into an additional two (2) residential units, while maintaining the existing Post Office and ground floor commercial at the Property Site;
- Landscape and associated streetscape improvements along the perimeter of the Site, including Leonard Street, Adams Street, and Dorchester Avenue;
- The planting of several site trees, including climate-adaptive, pest-resistant species to increase urban canopy;
- The introduction of six (6) new street trees to mitigate urban heat island effect and to create robust tree canopies along Leonard Street, in coordination with the Public Improvement Commission and/or Parks Department, to be completed before Certificate of Occupancy issuance for the Proposed Project;
- Before issuance of the Certification of Approval, the Proponent shall make a \$12,925 contribution to the Boston Transportation Department to support the bike share system;
- The Proponent commits to equipping electric vehicle charging infrastructure at a rate of 25% installed, and the remaining parking spaces to be EV Ready for future installation;
- In support of the City's green building and carbon neutral goals, the Proposed Project will be Passive House design, LEED Gold Certifiable, high efficiency building envelope, windows, and airtight construction, with all electric building and a Rooftop Solar Photovoltaic ready system for onsite

renewable energy generation (above with some limitations in the existing building);

- The Proposed Project will create many new temporary construction-related jobs over the length of the construction of the Proposed Project and the creation of several new jobs in the management of the building; and
- The Proponent shall make a Ten Thousand Dollar (\$10,000) contribution to Level Ground Mixed Martial Arts.

Recipient: Level Ground Mixed Martial Arts

1490 Dorchester Ave, Dorchester, MA 02122

Amount: \$10,000

Timeline: The \$10,000 contribution is due upon the issuance of Certificate of Occupancy.

- Additional property tax revenue for the City.

The community benefits described above will be set forth in the Community Benefit Contribution Agreement for the Proposed Project. Any community benefit contribution payments shall be made to the BPDA or respective City of Boston department before issuance of the Certification of Approval and will be distributed as outlined above.

The Proposed Project and public realm improvements are subject to BPDA Design Review. Outstanding items to be addressed in design review include but are not limited to:

- Resolution of the egress stair's expression with regard to the bays on the Leonard Street elevation
- Submission of a survey of existing conditions for the two historic buildings and a detailed scope of proposed preservation work with accompanying drawings. Any original features at either of the historic buildings, such as windows & millwork are expected to remain in place and intact until the team has reviewed the complete preservation scope.

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning,

dated October 1, 2024 (“IZ”) and is located within Zone C, as defined by IZ. IZ requires that a minimum of 17% of the total number of units or 17% of residential leasable square footage within Article 80E Small Project developments are designated as IZ units. In this case, nine (9) units or approximately 19.15% of the total number of units, and 19.47% of residential leasable square footage, within the Proposed Project will be designated as income-restricted units (the “IZ Units”) made available to households with incomes not more than 60% of the Area Median Income (“AMI”), based upon data from the United States Department of Housing and Urban Development (“HUD”) and published by the Mayor’s Office of Housing (“MOH”) as annual income and rent limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
102	Two-Bedroom	792	60%	\$1,559	
105	One-Bedroom	702	60%	\$1,378	
201	Two-Bedroom	792	60%	\$1,559	Group-2
304	One-Bedroom	701	60%	\$1,378	
309	Three-Bedroom	1,073	60%	\$1,745	
314	One-Bedroom	814	60%	\$1,378	
401	Two-Bedroom	792	60%	\$1,559	
407	One-Bedroom + Den	690	60%	\$1,378	
411	One-Bedroom	674	60%	\$1,378	

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

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project. The Proponent must also submit a draft Affirmative Marketing Plan (the “Plan”) to the Boston Fair Housing Commission at the time the building permit is issued. The IZ Units will not be

marketed prior to the submission and approval of the Plan by Fair Housing. 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); and
- (3) Households who are directly displaced or severely rent-burdened (to be marketed for two (2) income-restricted units).

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

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

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the Proposed Project; (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

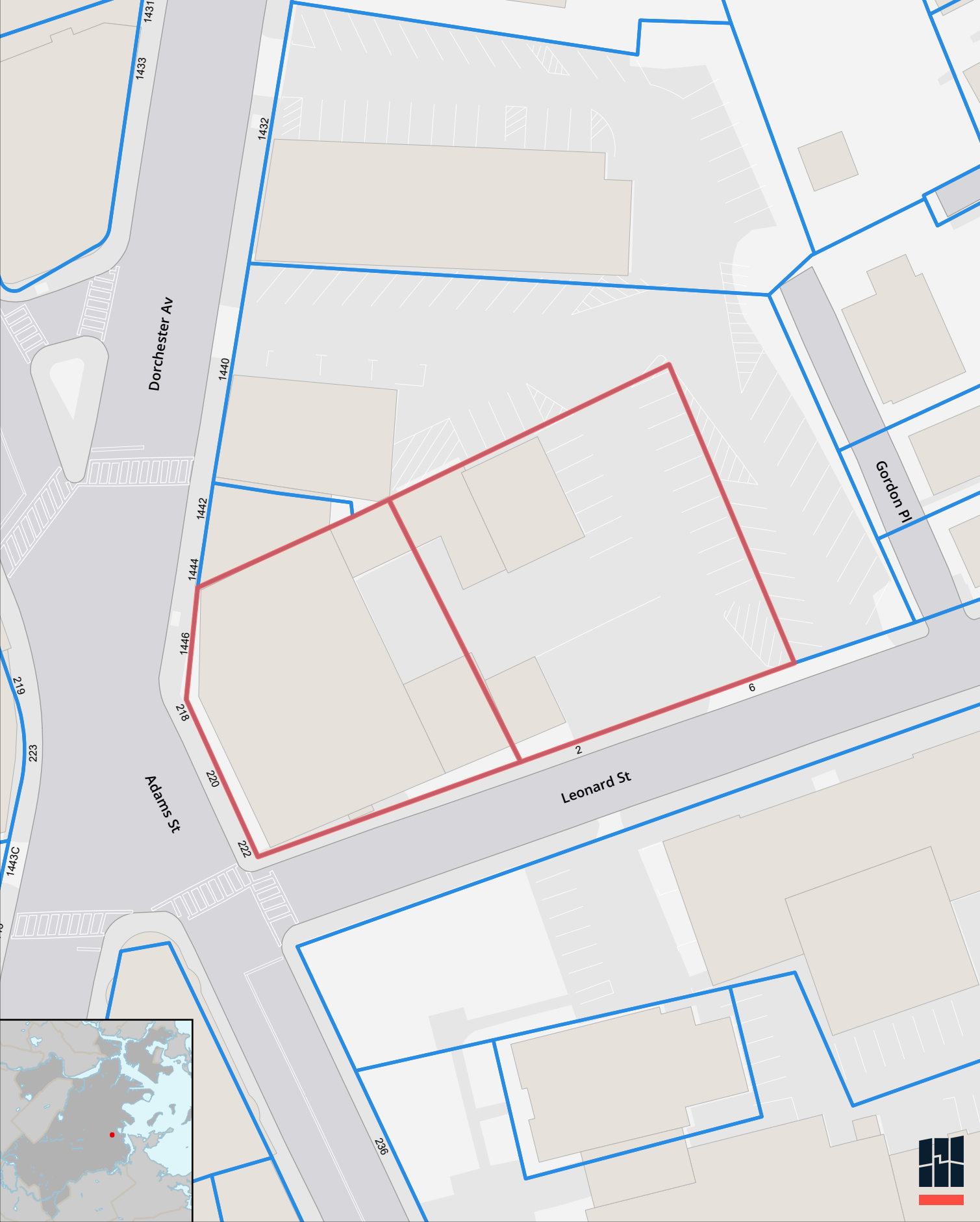
VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development at 1444-1446 Dorchester Avenue in the Dorchester neighborhood, proposed by Big Dot Realty Trust (the "Proponent"), for the revitalization of this underutilized Site with the

renovation and reconfiguration of the existing commercial building to approximately 15,800 square feet of GFA of commercial and storage and approximately 21,200 square feet of GFA of residential living space, along with proposed new construction (rear and fifth story addition) of approximately 28,000 square feet of GFA of residential with a total of 47 new residential units, including the renovation of the existing Clap-Field House into an additional two (2) units, while maintaining the existing Post Office and ground floor commercial at the Site (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA"); and

**FURTHER
VOTED:**

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

1444 -1446 Dorchester Avenue



1444 -1446 Dorchester Avenue



**Boston Water and
Sewer Commission**



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

June 27, 2025

Mr. Tyler Ross, Senior Project Manager
Boston Planning Department
One City Hall Square
Boston, MA 02201

Re: 1444-1446 Dorchester Avenue, Dorchester
Small Project Review Application

Dear Mr. Ross:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at 1444-1446 Dorchester Avenue in the Dorchester neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The proposed project is located on two parcels of land containing approximately 26,635 square feet (sf) and is presently occupied by a four-story mixed use commercial building with a floor area of approximately 39,950 sf. The existing building has a retail store, bank and post office on the ground floor. The upper floors has office and warehouse storage space. The site also includes the historic Clap -Field house built in the late 1700's and was later converted to a storage facility. The project proponent, Big Dot Realty Trust (BDTY), proposes to renovate and reconfigure the commercial building, construct an addition to the rear of the building and add a fifth floor. The building will contain approximately 49,089 gross square feet, have 47 residential units including the renovation of the existing Clap-Field House into two residential units. The Post Office and commercial space will remain on the first floor. Amenities will include on-site parking for 21 vehicles, 3 at grade and 18 in an underground garage, indoor storage for 56 indoor bicycles, several roof decks and a courtyard.

Water service is provided by Commission owned and maintained facilities in Dorchester Avenue, Adams Street and Leonard Street. Dorchester Avenue has a 12-inch ductile iron cement lined (DICL) water main that was installed in 2003 and a 24-inch pit cast iron water main that was installed in 1896 and cleaned and cement lined in 1975. Adams Street has a 12- inch DICL water main that was installed in 2002, and the 24-inch pit cast iron water main that was installed in 1896 and cleaned and cement lined in 1975. Leonard Street has an 8- inch DICL water main that was installed in 2009. The water mains are part of the Commission's Southern Low-Pressure Zone.



Commission sewer and drain facilities are a 10-inch sewer in Leonard Street, a 12-inch sewer in Adams Street and a 12-inch storm drain in Dorchester Avenue that ends at a manhole near 1442 Dorchester Avenue.

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

The Commission has the following comments regarding the proposed project.

General

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



Initiative, which requires incorporation of “green infrastructure” into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City’s website at <http://bostoncompletestreets.org/>

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



the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

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

Sewage / Drainage

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



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



Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/rja

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

MEMORANDUM**DECEMBER 11, 2025**

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

FROM: CASEY HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NUPOOR MONANI, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
MEGAN RICHARD, SENIOR URBAN DESIGNER II
SAM VALENTINE, SENIOR LANDSCAPE ARCHITECT
AMBER GALKO, SENIOR RESILIENCE DESIGN REVIEWER
FORD DELVECCHIO, PLANNER I
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER
CAMILLE PLATT-DECOSTA, SENIOR PROJECT MANAGER
SCOTT GREENHALGH, REAL ESTATE DEVELOPMENT OFFICER

SUBJECT: 151 LENOX STREET, ROXBURY

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a Boston Planning & Development Agency (“BPDA”) authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 151 Lenox in the Roxbury neighborhood (the “Proposed Project”), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the “Code”); and (2) enter into 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 one (1) parcel of land totaling approximately 4,962 square feet. The Project Site is currently a vacant parcel owned by the BPDA and is known as Parcel 22A in the South End Urban Renewal Area, Project No. Mass, R-56 in Roxbury (the “Parcel”). Historically, the Parcel was occupied by residential and commercial properties (a hotel, carpenter shop, miscellaneous storage). Currently, the BPDA licenses the Parcel to the nearby People’s Baptist Church for

parking. On June 14, 2018, the BPDA awarded tentative designation to Tenants Development Corporation (“TDC”) for development of the Proposed Project.

The Project Site is well served by public transportation using the Massachusetts Bay Transportation Authority (“MBTA”) system, including the following train lines and bus routes: Ruggles and Massachusetts Avenue Orange Line stops (both 0.4 miles from site) and both directs for buses on Route 43 (adjacent to site).

DEVELOPMENT TEAM

The development team consists of:

Owner/Developer: Tenants’ Development Corporation
434 Massachusetts Avenue
#406R
Boston, MA 02118
Donald Ward, Executive Director
Dayshel Reid, Project Manager

Architect: Davis Square Architects
240A Elm Street
Somerville, MA 02244
Laura Cella-Mowatt, AIA, Principal
David Ascher, Project Architect

Development
Consultant: Sharon Loewenthal
P.O Box 421
Medfield, MA 02052

Civil & Landscape
Engineer: DeVellis Zrein, Inc.
P.O Box 301
Foxborough, MA 02035
Imad Zrein, P.E.

Environmental
Engineer: TCR Companies
Two Liberty Sq

Floor 6
Boston, MA 02109
404 Wyman St
Suite 375
Waltham, MA 02451
William M. Chapman, Sr. Director

Legal Counsel: Klein Hornig, LLP
101 Arch Street, #1101
Boston, MA 02110
Jacob Taylor, Partner & Counsel

PROPOSED PROJECT

Tenants' Development Corporation ("TDC") proposes a 38-unit senior, all-affordable LIHTC development. The development is proposed as 7 stories, with two elevators, and 30,715 GSF with a façade that will blend into the surrounding community. The first floor will include a lobby, mailroom, common community room with a warming kitchen, a laundry room, a bike room, and a management office. TDC will seek third-party management with greater experience in senior housing and supportive service provision.

The Proposed Project is planned as a 7-story, 30,715 GSF building with a durable masonry façade that complements the neighborhood. It will provide 38 senior rental apartments - 6 studios and 32 one-bedrooms - all affordable at or below 60% AMI. Sixteen (16) units (42%) will be affordable at or below 30% AMI with 4 of those 16 units (10%) being set aside for homeless. The 16 units at or below 30% AMI will also be subsidized by 8 units of Massachusetts Rental Voucher Program and 8 units of Section 8 Project Based Assistance. An additional 8 units (21%) will be affordable at or below 50% AMI at unsubsidized rents. The remaining 14 units (37%) will be affordable at or below 60% AMI at unsubsidized rents.

This Proposed Project is the product of a Request for Proposals (RFP) for the Project Site, which is owned by the BPDA. The Proponent was Tentatively Designated to be the redeveloper at the June 2018 BPDA Board Meeting, and this designation has been extended since, most recently on July 17, 2025, given the Proponent's continued work.

Estimated Project Metrics	Proposed Plan
Gross Square Footage	
Gross Floor Area	30,715 gsf
<i>Residential</i>	30,297 sf
<i>Office</i>	107 SF
<i>Retail</i>	
<i>Lab</i>	
<i>Medical Clinical</i>	
<i>Education</i>	
<i>Hotel</i>	
<i>Industrial</i>	
<i>Recreational</i>	311 SF
<i>Cultural</i>	
<i>Parking</i>	
Development Cost Estimate	
Residential Units	\$25,000,000
<i>Rental Units</i>	0
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	\$657,895
Parking spaces	
<i>Long-term Bicycle Parking</i>	20
<i>Short-term Bicycle Parking</i>	4
<i>Location of Bike Room</i>	Ground Floor
<i>Bluebike Docks</i>	N/A
<i>Bluebike Stations</i>	N/A
<i>Minimum Monetary Bluebike Contribution</i>	N/A
<i>Loading Bays</i>	N/A

PLANNING AND ZONING CONTEXT

The Parcel is situated adjacent to a recently redeveloped, privately owned residential building at 888-892 Tremont Street, formerly Estelle's nightclub, to the north, Lenox Street to the south, and the income-restricted Camden Street Apartments to the rear. The mixed-income housing development, Douglass Plaza, is located directly across Tremont Street. The site falls within the study area of the Roxbury Strategic Master Plan, adopted in 2015. The Master Plan encourages the development of publicly owned land with new uses that respect neighborhood scale and context, acknowledging that zoning relief may be appropriate to achieve this goal.

The Proposed Project seeks to improve a highly visible, vacant lot at the corner of Tremont Street and Lenox Street. The proposed 84-foot height aligns with the scale of existing nearby structures, mediating the transition between the taller buildings immediately across Tremont Street, new mid-rise developments further west, and the smaller-scale residential fabric of adjacent neighborhoods. Height and massing have been carefully considered to create a balanced relationship with surrounding buildings and positively contribute to the urban fabric. This Proposed Project directly addresses the critical shortage of affordable senior housing in Boston in a manner consistent with city policies for reuse of vacant public land and creation of income-restricted housing.

URBAN DESIGN

The Proposed Project has been designed to reinforce the existing urban fabric of Lower Roxbury while introducing high-quality, contextual senior housing on a long-vacant parcel. The building's seven-story massing provides a thoughtful transition between the larger mixed-use buildings along Tremont Street and the adjacent residential context. A masonry façade with articulated bays, consistent window rhythm, and neighborhood-appropriate materiality strengthens the continuity of the streetscape. At the ground level, a transparent and welcoming lobby, community room, and active frontage contribute to a safer, more engaging pedestrian experience. The overall design incorporates aging-in-place principles through two elevators, wide corridors, and universal design features that support senior mobility and independence.

Environmental sustainability and resilience are central to the project's urban design approach. The all-electric building targets Passive House, Enterprise Green, and Article 37 standards through the use of a high-performance envelope and energy-efficient mechanical systems. Compliance with the Coastal Flood Resilience Overlay

District is achieved by elevating critical systems and employing durable materials, while Groundwater Conservation Overlay District requirements are met through responsible subsurface design. These strategies ensure the building contributes positively to the long-term environmental performance, resilience, and architectural character of Lower Roxbury.

ARTICLE 80 REVIEW PROCESS

On September 8, 2025, the Proponent filed a Small Project Review Application (“SPRA”) pursuant to Article 80E of the City of Boston Zoning Code (“the Code”). The BPDA hosted a virtual public meeting for the Proposed Project on September 29, 2025. The public comment period in connection with the Proponent’s submission of the SPRA ended on October 13, 2025.

The virtual public meetings were advertised in the relevant neighborhood newspapers and posted on the BPDA website, and a calendar notification was sent to all subscribers of the Planning Department’s Roxbury neighborhood updates. Local city and state elected officials received notification of the public meeting via email. The presentation and a recording of the virtual public meeting were published on the 151 Lenox Street project webpage on the BPDA website.

ZONING

The Project Site is located within the Roxbury Neighborhood District, governed by Article 51 of the Boston Zoning Code, within the MFR/LS (Multifamily Residential / Lower South) Subdistrict. Multifamily residential use is allowed in this district. The Proposed Project will be seeking zoning relief from the Zoning Board of Appeals for the following:

- **Height exceedance** (Proposed 7 stories / 84 ft; district maximum 4 stories / 45 ft)
- **FAR exceedance** (Proposed ~6.5; district maximum 1.0)
- **Dimensional relief**, including:
 - Front yard setback
 - Side yard setback
 - Rear yard setback
- **Open space requirement relief**
- **Parking requirement relief** (0 spaces provided; 0.7–1.0 spaces/unit required)

- **Loading requirement relief** (0 bays; 1 bay required)
- **Screening requirement relief** (not provided)

Overlay District(s): Boulevard Planning District, Coastal Flood Resilience Overlay District (Article 25A), and Groundwater Conservation Overlay District (GCOD – Conditional Use Permit required).

HOUSING PROGRAM AND INCLUSIONARY ZONING

Projects financed as one entity and where at least 40% of the units are income-restricted are exempt from Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 (“IZ”). The Proposed Project is financed as one entity and contains thirty-eight (38) total units, including thirty-eight (38) income-restricted residential rental units, equaling 100% of the total units, thus surpassing 40% of the total units. As such, the Proposed Project is exempt from Inclusionary Zoning.

The residential rental units within the Proposed Project shall include approximately sixteen (16) units made available to households with incomes not more than 30% of Area Median Income (“AMI”), as published by the United States Department of Housing and Urban Development (“HUD”), approximately eight (8) units made available to households with incomes not more than 50% of AMI, and approximately fourteen (14) units made available to households within incomes not more than 60% of AMI.

The affordability of the Proposed Project will be finalized through the public funding process, and the ongoing affordability of the Proposed Project will be monitored under a MassDocs agreement. The Proposed Project has been issued City of Boston Affordable Housing Acceleration Certificate No. EO2517.

MITIGATION & COMMUNITY BENEFITS

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

- Replacing a vacant lot with 38 senior rental units of affordable rental housing
- Creating construction and permanent jobs for low-income families, minority, and women-owned businesses
- Partnering with local organizations to deliver health, wellness, education, and cultural programs

- Lenox Street sidewalk to be fully reconstructed, meeting 60" minimum width as per Complete Streets, improving an existing sidewalk that is not currently accessible
- Project is on track to achieve net increase of Tree Canopy through new street tree plantings:
 - The Project will plant up to five new street trees on Tremont and Lenox Streets, including Proponent's commitment to rework drainage and subgrade electrical as needed to create tree islands
 - Species selection will follow City of Boston Urban Forestry team's recommended species list

All improvements and work conducted in the public right of way are subject to continued design review with the Planning Department, Public Works Department and the Public Improvement Commission. 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.

SUSTAINABILITY

In support of Boston's carbon-neutral goals, the Proposed Project will be designed to be Net Zero Greenhouse Gas Emission Ready and will comply with all applicable GHG standards consistent with A37 and A80 zoning approval, and is Enterprise Green Community certifiable.

The Proposed Project 2035 pCEI will be 0.51 kgCO₂e/sf-yr. The Proposed Project will include a well-insulated airtight enclosure and all-efficient-electric heat pump space conditioning and DHW heating systems with energy recovery ventilation and all-electric EnergyStar-rated appliances.

The Proposed Project will further assess solar PV, with the final amount determined by Design Filing and will explore different Net Zero Compliance pathways once in operations including purchasing 100% renewable electricity for all building loads, 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. Upon the building's commencement of operations, the project shall accept responsibility for complying with the Building Energy Reporting and Disclosure Ordinance (BERDO) Regulations, including fulfilling the annual reporting

requirements for energy and water usage, and obtaining third-party verification, in accordance with the relevant Building Use Classification.

RECOMMENDATION

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, staff recommends that the Director be authorized to: (1) issue a Certification of Approval pursuant to Section 80E-6 of the Code in connection with the Proposed Project; and (2) execute and deliver any and all other agreements and documents that the Director deems necessary and appropriate in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving Tenants' Development Corporation proposed development on Parcel 22A in the South End Urban Renewal Area, Project No. Mass, R-56 in Roxbury, consisting of a 7 stories, with two elevators, and 31,805 GSF with bike storage and zero (0) parking spaces, located at 151 Lenox Street in the Roxbury neighborhood of Boston (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review; and

FURTHER

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

151 Lenox Street



1:500



151 Lenox Street





The Commonwealth of Massachusetts

MASSACHUSETTS STATE SENATE

LIZ MIRANDA

STATE SENATOR
SECOND SUFFOLK DISTRICT

STATE HOUSE, ROOM 413-C
617-722-1673
LIZ.MIRANDA@MASENATE.GOV

Chair - Racial Equity, Civil Rights and Inclusion
Vice Chair - Children, Families, and Persons with Disabilities

Ways & Means, Census, Juvenile and Emerging Adult Justice
Community Development and Small Businesses,
Economic Development and Emerging Technologies, Judiciary

September 12th, 2025

RE: Support for 151 Lenox Street

Dear Chair and Members of the BPDA Board,

I write to express my strong support for the proposed development at 151 Lenox Street (Parcel 22A, Roxbury), to be undertaken by the Tenants Development Corporation (“TDC”). This project represents an excellent and much-needed opportunity to expand affordable, senior-oriented housing in our community in a way that is both responsive to public input and thoughtfully designed for our aging population.

The proposal envisions a seven-story, 38-unit, all-affordable building financed through Low-Income Housing Tax Credits, with two elevators ensuring full accessibility for residents. The design includes a welcoming first-floor layout with a lobby and mailroom, a community room with a warming kitchen to encourage social connection, laundry facilities, a bike room, and an on-site management office to ensure day-to-day support. Importantly, TDC intends to partner with an experienced management entity specializing in senior housing and supportive services, providing residents with not just housing but a safe and engaged community environment. The building’s scale and façade have been carefully planned to complement the surrounding neighborhood, balancing the pressing need for new housing with the preservation of Roxbury’s character. Together, these features make this development a model of what affordable, elder-friendly housing should be.

I have been pleased to hear of strong support among neighboring residents for this project. It is always encouraging when a development both meets a demonstrated community need *and* has local buy-in.

Given the growing population of older adults in Boston, and the financial pressures many face, projects like 151 Lenox Street are not luxuries but essential investments in the health, dignity, and independence of our seniors. Housing that is affordable, accessible, and supplemented with services makes it possible for elders to remain integrated in communities, close to friends, family, and familiar supports.

For all of these reasons, I urge the BPDA Board to approve the 151 Lenox Street project without delay, and to support any measures necessary to ensure its timely completion, including any approvals, permitting, or funding assistance.

Thank you for your consideration, and for your continued commitment to ensuring that Boston remains a city where people of all ages have safe, affordable, and dignified housing.

Sincerely,

A handwritten signature in blue ink, appearing to read "Liz." with a large, stylized flourish below the name.

Senator Liz Miranda |she/her|

Second Suffolk District

*Roxbury, Dorchester, Mattapan, Hyde Park, Mission Hill,
Jamaica Plain, South End, Roslindale, Fenway*



JOHN F. MORAN
STATE REPRESENTATIVE
9th SUFFOLK DISTRICT

STATE HOUSE, ROOM 446
TEL. (617) 722-2460
John.Moran@MAhouse.gov

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

Committees:

House Committee on
Ways and Means

Joint Committee on
Health Care Financing

Joint Committee on Mental Health,
Substance Use and Recovery

Joint Committee on Public Service

September 15th, 2025

Mayor's Office of Housing
City of Boston
1 City Hall Square
Boston, MA 02201

RE: Support for Tenants Development Corporation's Senior Affordable Housing Proposal

To whom it may concern,

I am writing to express my enthusiastic support for the Tenants Development Corporation's (TDC) request for funding to develop a 100% senior affordable housing project in the South End/Lower Roxbury area. This initiative represents the continuation of more than five decades of TDC's unwavering service to our community.

For fifty-five years, TDC has been a cornerstone of stability and opportunity for South End and Lower Roxbury residents. Founded by tenants to preserve and improve their housing, TDC has grown into a nationally recognized model of community-based ownership and management of affordable housing. Its efforts have ensured that hundreds of families, elders, and individuals of modest means can continue to call these neighborhoods home in the face of mounting development pressures.

TDC's commitment has never been limited to housing alone. Over the decades, the organization has consistently invested in elder and youth enrichment programming, providing spaces and resources for seniors to age with dignity and for young people to learn, thrive, and lead. TDC's history of community activism—advocating for fair housing, economic opportunity, and equitable development—has amplified the voices of residents and safeguarded the cultural and social fabric of these historic neighborhoods.

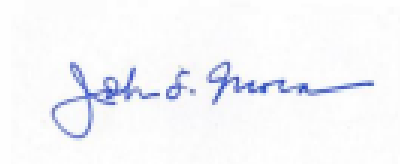
The proposed senior affordable housing project is a natural extension of TDC's legacy. With Boston's aging population and the growing gap between income and housing costs, the need for deeply affordable, high-quality homes for seniors is urgent. TDC's proven record in planning,

developing, and managing affordable housing uniquely positions the organization to deliver a project that is not only financially and operationally sound but also rooted in community values.

I strongly urge the Mayor's Office of Housing to support TDC's funding request for this vital development. By doing so, the city will help ensure that long-time residents can age in place with dignity and security, while reinforcing the South End and Lower Roxbury as inclusive neighborhoods for all generations.

Thank you for your consideration.

Respectfully,

A handwritten signature in blue ink, reading "John Francis Moran". The signature is written in a cursive style with a prominent initial "J".

John Francis Moran
State Representative
9th Suffolk District

**Boston Water and
Sewer Commission**



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

September 22, 2025

**Camille Platt-DeCosta
Senior Project Manager
Planning Department
One City Hall Square
Boston, MA 02201**

**Re: 151 Lenox Street, Lower Roxbury
Small Project Review Application**

Dear Ms. Platt-DeCosta:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed thirty-eight (38) rental units at 151 Lenox Street in Lower Roxbury. This letter provides the Commission's comments on the SPRA.

The project proponent, Tenants' Development Corporation (TDC), proposes to construct a new seven (7) story, thirty-eight (38) unit, 30,715 gross square foot (gsf) building on a 4,709 square foot (sf) vacant lot. The site is currently licensed for parking by People's Baptist Church. The project will be comprised of senior rental apartments, a community room, laundry, bike storage and a management office. There is no vehicular parking associated with the project.

The Commission owns and maintains a 12-inch Southern Low DICL water main installed in 1977 in Lenox Street, a 12-inch Southern Low DIZC water main installed in 2019, a 48-inch Southern Low WS water main installed in 1946 and rehabilitated in 1992 and a 20-inch Southern High PCI water main installed in 1946 and rehabilitated in 1992 in Tremont Street.

For sanitary sewer and storm drain service, there is a 15-inch combined sewer and a 20-inch by 30-inch storm drain in Lenox Street and a 54-inch by 56-inch combined sewer and a 36-inch storm drain in Tremont Street. The Massachusetts Water Resources Authority (MWRA) owns and maintains a 78-inch combined sewer in Tremont Street.

Water usage and sewage generation estimates were not provided in the SPRA.

The Commission has the following comments regarding the SPRA:

General



1. **Prior to the initial phase of the site plan development, TDC should meet with the Commission’s Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.**
2. **All new or relocated water mains, sewers and storm drains must be designed and constructed at TDC’s expense. They must be designed and constructed in conformance with the Commission’s design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.**
3. **The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.**
4. **The design of the project should comply with the City of Boston’s Complete Streets Initiative, which requires incorporation of “green infrastructure” into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City’s website at <http://bostoncompletestreets.org/>**



5. **The water use and sewage generation estimates were not included in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. TDC should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. TDC should also provide the methodology used to estimate water demand for the proposed project.**
6. **TDC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, TDC will be required to apply for a RGP to cover these discharges.**
7. **The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.**
8. **TDC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.**
9. **It is TDC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, TDC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.**

Water

1. **TDC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. TDC should also provide the methodology used to estimate water demand for the proposed project.**
2. **TDC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, TDC should consider outdoor landscaping which requires minimal use of water to maintain. If TDC**



plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. TDC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. TDC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. TDC will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. TDC is advised to consult with the Commission's Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, TDC should contact the Commission's Meter Department.

Sewage / Drainage

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

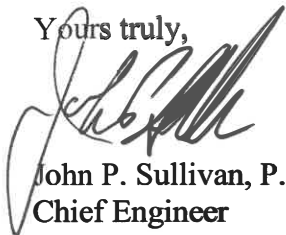


drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, TDC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

- 4. TDC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.**
- 5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, TDC will be required to meet MassDEP Stormwater Management Standards.**
- 6. The Commission requests that TDC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. TDC should contact the Commission's Operations Division for information regarding the purchase of the castings.**
- 7. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. TDC is advised to consult with the Commission's Operations Department with regards to grease traps.**

Thank you for the opportunity to comment on this project.

Yours truly,



**John P. Sullivan, P.E.
Chief Engineer**

JPS/afh

**cc: Donald Ward, TDC
C. Rizzi, MWRA via e-mail
S. McFee, BWSC via e-mail**

To: Scott Greenhalgh

Project Manager

City of Boston Planning and Development

Re: 151 Lenox Street - Small Project Review

Date: September 15, 2025

Dear Mr. Greenhalgh,

The City of Boston's Age Strong Commission is submitting the following comments on the Small Project Review Application (SPRA) for the 151 Lenox Street project proposal. As the older adult population is projected to be the fastest growing population in Boston, we are totally supportive of this senior affordable rental housing development. We appreciate that this project will create 38 units, all at or below 60% AMI. This project is an excellent opportunity for housing stability for older adults experiencing economic insecurity, and offers an opportunity for older adults to continue to age in place and community.

Age Strong has developed these ([Universal Design Guidelines](#)). Below are some specific suggestions for the project. Please consider Age Strong as a resource for this development going forward.

Pickup/Drop-off

The project's close proximity to the MBTA Orange Line and Blue Line, as well as bus routes, is ideal for older adults who rely on public transportation for local healthcare appointments and shopping.

As there is no proposed resident parking for this project, we suggest a clear plan for resident pickup and drop off. Perhaps a 15 minute parking allowance in front of the building. Some older adults require the use of mobility devices, and it is best to be as close to the entrance as possible. A similar suggestion would be a designated parking space near the site. This type of parking space is beneficial for older adults who use the services of

visiting home health aides or personal care attendants. These services have shown to be essential and are in line with our anti-displacement goal for older adults.

Onsite Amenities

We are pleased this proposal allows for an onsite laundry room and bike room, for the convenience of older adults. We suggest the proposed bike storage room also include bicycle placement that does not require overhead lifting of bicycles, which some older adults might find too difficult. Alternatively, you could designate some ground level bicycle spaces, “age-friendly.”

Outdoor Space/Trees/Benches

We support the plan’s proposal of widening sidewalks and adding tree planting, making the surrounding area more pedestrian friendly. With the wider sidewalks and proposed tree shade, we suggest the consideration of age-friendly outdoor seating in the form of benches with backrests and armrests. This would allow for resting areas for older adults, as well as an opportunity for social engagement. Community connection increases the health and well-being of older adults.

We would also suggest that some type of overhang or awning at the main entrance be included in the plan. We recommend the consideration of this as a protection from precipitation and sun/heat, which can have adverse effects on older adults. Awnings are beneficial for residents as they enter and exit the building, and wait for transportation pick-up.

Indoor Space/Community Space

We support the plan’s proposal for a space on the ground floor of the building to be reserved for “community-serving functions”. This will create social engagement for residents and the neighboring community. We suggest this space include age-friendly chairs and tables for activities that promote both healthy interaction and tools for increasing brain activity and creativity.

Overall, this proposal seems to be an excellent use of the current vacant parcel of land, especially as it will benefit our older adult population. Thank you for your consideration of these comments and recommendations. We look forward to a continued collaboration!

Best,

Andrea Burns, Age-Friendly Boston

David Reedy, Age-Friendly Boston

The Age Strong Commission