



Planning Department

**CITY of BOSTON**

MEMORANDUM

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

FROM: Joanne Marques  
Planning Department

DATE: May 27, 2026

RE: Planning Department Recommendations

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Please find attached, for your information, Planning Department recommendations for the June 2, 2026 Board of Appeals Hearing.

Also included:

393 Cambridge ST Allston 02134  
80 Gardner ST Allston 02134  
434 Jamaica way Jamaica Plain 02130 and 11 Beaufort RD Jamaica Plain 02130  
841 to 847 Morton ST Mattapan 02126

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



<b>Case</b>	BOA1824653
<b>ZBA Submitted Date</b>	2026-03-03
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	1 Westminster TE Brighton 02135
<b>Parcel ID</b>	2205468001
<b>Zoning District &amp; Subdistrict</b>	Allston/Brighton Neighborhood 2F-5000 (A)
<b>Zoning Article</b>	51
<b>Project Description</b>	Renovate an unfinished basement within one unit of an existing 2.5-story, two unit-residential building. No changes to the external structure will be made. The renovated basement will include a playroom, hobby room, bathroom, and an additional bedroom.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive

**Planning Context:**

The proposed project seeks to renovate an unfinished basement within one unit of an existing 2.5-story, two-unit residential building. No changes to the existing structure will be made. The renovated basement will include a playroom, hobby room, bathroom, and an additional bedroom. The existing structure is a converted Colonial Revival Home that has been both subdivided into four units and located on four separate lots at the corner of Chestnut Hill Avenue and Westminster Terrace. This portion of Westminster Terrace is zoned as 2F-5000 (A) and is predominantly filled with residential buildings that range from one to two units on smaller lots that range from 2,100 square feet to 3,800 square feet. As a result, many properties within this area do not conform with FAR.

This project would further the goals outlined in the Allston-Brighton Needs Assessment (January 2024) as it highlighted a need for housing and density and would allow the property owners to enhance their living spaces to meet their needs while preserving the existing structure. Also, it would help create larger units as the additional bedroom will create six bedrooms within this property.

**Zoning Analysis:**



The refusal letter has one citation: excessive FAR. Under Article 51 in a 2F-5000 (A) subdistrict, the maximum allowed FAR is 0.8. While the provided plans do not provide the FAR, the proposed FAR is estimated to be 1.57. While this exceeds the maximum, the increase is due to the additional living space created in the basement that allows for recreational hobbies and an additional bedroom. Additionally, this change is consistent with the other residential properties in this area. For example, 56 Chestnut Hill Avenue has an estimated FAR of 1.35 and 8 Eulita Terrace has an estimated FAR of 1.5.

The plans reviewed are titled ALT1811321 refusal stamped plans 02 27 2026.pdf and were dated February 19, 2026. It was prepared by Timothy Burke Architecture.

**Recommendation:**

In reference to BOA1824653, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



<b>Case</b>	BOA1825552
<b>ZBA Submitted Date</b>	2026-03-05
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	5 to 7 Aldie ST Allston 02134
<b>Parcel ID</b>	2201266000
<b>Zoning District &amp; Subdistrict</b>	Allston/Brighton Neighborhood 2F-5000
<b>Zoning Article</b>	51
<b>Project Description</b>	Change the use from two units to three units. Proposed work includes construction of a third-floor shed dormer and renovation of a full bathroom.
<b>Relief Type</b>	Variance
<b>Violations</b>	Forbidden use

**Planning Context:**

The project is located at 5–7 Aldie Street in Allston within a residential neighborhood characterized by two and three unit homes and a mix of densities consistent with the broader Allston-Brighton area. The proposal is also consistent with patterns identified in the City’s ADU Guidebook, as it effectively converts existing attic space into an additional dwelling unit. This type of internal ADU represents a modest, context-sensitive way to increase housing supply while maintaining the existing building form and neighborhood character.

**Zoning Analysis:**

The proposed project includes a change of use from two units to three units, along with a limited dormer modification and interior renovations. Zoning relief is required for the following reason:

Article 51, Section 8 – Use Regulations: The proposal introduces a three family dwelling in a 2F-5000 district, which is forbidden. A variance is required. This highlights the need for zoning reform so that regulations better align with existing neighborhood character and evolving housing needs.

The proposal maintains residential use while modestly increasing housing capacity in a neighborhood with a range of densities. This relief reflects limitations of existing zoning rather than impacts created by the project.



Plans titled "5-7 Aldie Street, Allston, MA," prepared by Laval Interiors, dated January 22, 2026, were reviewed in support of this recommendation.

**Recommendation:**

In reference to BOA1825552, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1760086
<b>ZBA Submitted Date</b>	2025-08-06
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	57 to 59 Riverdale ST Allston 02134
<b>Parcel ID</b>	2201018000
<b>Zoning District &amp; Subdistrict</b>	Allston/Brighton Neighborhood 3F-4000
<b>Zoning Article</b>	51
<b>Project Description</b>	Confirm the existing structure as a three- unit dwelling, convert it to six units, and construct a three-story rear addition to accommodate the three new units.
<b>Relief Type</b>	Variance
<b>Violations</b>	Off Street Parking Lot Area Insufficient Additional Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Use: Forbidden

**Planning Context:**

The project is located at 57–59 Riverdale Street in Allston within a residential neighborhood characterized by two- and three-family homes with similar scale and closely spaced buildings, along with common rear additions and porches. Larger multi-family buildings are also located nearby, contributing to a range of densities in the area.

The proposal confirms the existing three-family structure and expands it to six units through a three-story rear addition. The project maintains the building’s residential use and street-facing character, with changes primarily at the rear.

**Zoning Analysis:**

The proposed project includes confirming the existing three-family structure and converting it to six units through the construction of a three-story rear addition. Zoning relief is required for the following reasons:



Article 51, Section 19 – The proposal introduces a six-unit multifamily building in a three-family residential subdistrict, where more than three units are not permitted. As this use is classified as forbidden under the zoning code, the proposal requires a use variance. The surrounding area includes a mix of housing types, including larger multifamily buildings, reflecting an existing pattern of development that is not fully captured by the current zoning.

Article 51, Section 9 (Table D) Lot Area Insufficient: The project requires 12,000 square feet of lot area (2,000 square feet per unit). The existing lot contains approximately 7,488 square feet, resulting in a deficit of 4,512 square feet. Relief is required.

Article 51, Section 9 (Table D) Additional Lot Area per Additional Dwelling Unit: Three additional units require 6,000 square feet of additional lot area. This requirement is cumulative and contributes to the overall lot area deficiency noted above. Relief is required.

Article 51, Section 9 (Table D) Floor Area Ratio (FAR) Excessive: The proposal results in approximately 9,171 square feet of gross floor area on a 7,488 square foot lot (FAR ~1.22), where 0.8 is allowed. Relief is required.

Article 51, Section 9 (Table D) Usable Open Space Insufficient: The project requires 3,900 square feet of usable open space (650 square feet per unit). Approximately 2,000 to 2,800 square feet is provided after accounting for the rear addition and parking, resulting in a deficiency. Relief is required.

Article 51, Section 9 (Table D) Front Yard Insufficient: The required front yard is 20 feet; approximately 6 feet 6 inches is provided. This is a pre-existing nonconforming condition that is not altered by the proposal. Relief is required.

Article 51, Section 56 Off-Street Parking: Six spaces are required and six spaces are provided. No relief is required. The site is located near Western Avenue with access to MBTA bus routes. Parking should align with current Boston Transportation Department guidance.

The proposal maintains residential use while increasing housing capacity in an area with a range of densities. Several relief items reflect limitations of existing zoning that do not fully align with current conditions. The proposed rear addition is designed to remain consistent with the prevailing development pattern and does not introduce new or intensified rear yard nonconformities. Adequate light and air are maintained for abutting properties, and the addition is confined to the rear, minimizing impacts on the public realm and neighboring structures.



Plans titled "57–59 Riverdale Street, Allston, MA," dated October 17, 2024, prepared by Timothy Burke Architecture, were reviewed in support of this recommendation.

**Recommendation:**

In reference to BOA1760086, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1810476
<b>ZBA Submitted Date</b>	2026-01-08
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	69 Brent ST Dorchester 02124
<b>Parcel ID</b>	1601443000
<b>Zoning District &amp; Subdistrict</b>	Dorchester Neighborhood 2F-5000
<b>Zoning Article</b>	65
<b>Project Description</b>	The project intends to renovate the existing basement by adding a bathroom, living room space, storage, and replacing laundry facilities.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive

**Planning Context:**

69 Brent Street sits in a residential area between Codman Square and St. Marks, both of which are commercial nodes within the larger Dorchester Neighborhood. The building is surrounded by other single- to two-unit buildings of similar size and massing. The project intends to renovate the existing basement and add living space, a bathroom, storage, and replace its laundry room.

**Zoning Analysis:**

The project is in violation of the maximum floor area ratio (FAR) for this parcel. The FAR maximum for a 2F-5000 subdistrict is 0.5. The current FAR for this building is already at the maximum at approximately 0.5. The addition of the renovated basement will reasonably increase the FAR to approximately 0.7. This FAR is congruent with existing buildings in the surrounding areas. Additionally, the interior renovation of this proposed project does not change the scale or massing of the existing building, and the basement is not located in an area projected to be at risk from flooding. A variance is recommended.

Plans reviewed are titled “69 Brent Street, Dorchester, Mass. Basement Renovation” and were reviewed on 12/26/25.

**Recommendation:**



Planning Department

**CITY of BOSTON**

In reference to BOA1810476, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1822982
<b>ZBA Submitted Date</b>	2026-02-23
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	102 Nightingale ST Dorchester 02124
<b>Parcel ID</b>	1402069000
<b>Zoning District &amp; Subdistrict</b>	Greater Mattapan Neighborhood 3F-5000
<b>Zoning Article</b>	60
<b>Project Description</b>	Develop a three-unit, three-story home on a presently-vacant lot.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive Side Yard Insufficient Front Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Additional Lot Area Insufficient Lot Width Insufficient Parking or Loading Insufficient Screening and Buffering

**Planning Context:**

The proposed project is the development of a new three-unit three-story residence on a presently vacant lot. The lot is narrow and deep with the dimensions of 34'- 0" width by 95'- 0" depth however this is the typical size for immediately adjacent lots. The surrounding context is made up of mostly three-unit, three-story residences. The immediately neighboring lot that is the same dimensions has a residence similar in massing and use to what the proposed project is.

**Zoning Analysis:**

The proposed project is seeking relief for nine zoning violations. The lot area is insufficient at 3,230 sf when the required would be 7,500 sf due to the requirement of 5,000 for one or two units and additional 2,500 for the third unit. The lot width and frontage is insufficient at 34'-0" when the required is 35'-0". These violations are site specific and can not be changed. The lot area violations are common violations in the surrounding context and should be considered for zoning reform. The floor area ratio is excessive at 1.5 when the maximum floor area ratio is 0.8.



This is a common violation in the surrounding context due to the lot sizes and massing of the built residences. This is another zoning regulation that should be considered for zoning reform.

The proposal has insufficient front yard and side yard depths at 0'-0" and 4'-0" respectively while the minimums are 15'-0" and 10'-0". The side setback is a common violation in the surrounding context and due to the narrow width of the lot as a specific site challenge. The front yard depth is in line with the neighboring home as a modal setback and therefore not requiring zoning relief. The proposed project as well requires at least two off-street parking spaces, but is not providing any parking spaces. To achieve this, there would be challenges due to the narrowness of the site which can bring in further zoning violations.

Lastly the project will require proper design to minimize the visibility of the proposed mechanical corral on the roof to be in line with Section 60-30 of the code. Design review can work with the proponents on minimizing the visibility.

"Proposed 3-Story, 3 Family Building" Prepared by Tim Johnson Architect Dated January 8th, 2026.

**Recommendation:**

In reference to BOA1822982, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to the visibility of the mechanical corral.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1814618
<b>ZBA Submitted Date</b>	2026-01-27
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	163 to 165 Hillside ST Mission Hill 02120
<b>Parcel ID</b>	1000954000
<b>Zoning District &amp; Subdistrict</b>	Mission Hill Neighborhood 2F-3000
<b>Zoning Article</b>	59
<b>Project Description</b>	The proposed project will renovate the existing 2.5-story, 2-unit residential building into a 3-story, 3-unit residential building.
<b>Relief Type</b>	Variance
<b>Violations</b>	Height Excessive (ft) Height Excessive (stories) Rear Yard Insufficient Usable Open Space Insufficient Parking or Loading Insufficient Use: Forbidden

**Planning Context:**

The proposed project is located on Hillside Street in Mission Hill which is a primarily residential area in the neighborhood. The property currently has a 2-unit, 2.5 story residential structure with a small front yard and a rear yard. The rear yard includes an alley that runs parallel to Hillside Street. Residential structures in the area are generally 2.5 to 3.5 stories tall with very small yards and limited off-street parking. The property is located less than one quarter mile from the MBTA Green Line Mission Park stop.

The project will add two dormers to the structure to expand one of the units while increasing the height to three stories. It will also finish the basement and garage on the lower level to create a new residential unit. The property has significant grade sloping south to north which means the entrance to the lower level unit will be at grade with the alley.

The Accessory Dwelling Unit Guidebook approved in November, 2024 seeks to provide residents with guidance on how to utilize excess space within their current structures or lot to add an additional dwelling unit. The proposed residential unit is consistent with the “Internal ADU” described in the Guidebook and appears to comply with the floor to floor ceiling height and egress requirements required by the Building Code.



**Zoning Analysis:**

The project is cited for three violations due to the increase in unit count from two to three residential units. They include forbidden use, insufficient open space per unit, and insufficient off-street parking. Three-unit residential structures are a forbidden use in the subdistrict. While there are not many examples of three-unit structures in the subdistrict, there are many examples of residential structures with four or more units in the area directly surrounding the property. The project is located three blocks from the MBTA Green Line, an appropriate place for additional housing. The project is required to provide 600 square feet of usable open space per unit and is providing 537 square feet per unit, below the requirement. It is also required to provide three parking spaces and will only provide two. The small lot sizes in this part of Mission Hill make it very challenging for a two- or three-unit residential structure to meet these requirements.

The project is also cited for three additional dimensional violations including insufficient rear yard, maximum building height (floors), and maximum building height (feet). The proposed rear yard is 16.2 feet, below the existing 17.5 feet and the minimum of 20 feet. The small reduction in rear yard depth will not impact the alley or neighboring properties. The project is also cited for the proposed height of 3 stories or 35 feet with the maximum for the district of 2.5 stories or 35 feet. Structures in the surrounding area are generally 2.5 to 3.5 stories which means that the proposed height is not inconsistent with the surrounding neighborhood.

**Recommendation:**

In reference to BOA1814618, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1811910
<b>ZBA Submitted Date</b>	2026-01-14
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	24 Neillian CR Jamaica Plain 02130
<b>Parcel ID</b>	1902340000
<b>Zoning District &amp; Subdistrict</b>	Jamaica Plain Neighborhood 1F-9000
<b>Zoning Article</b>	55
<b>Project Description</b>	Proposed vertical and rear additions to an existing single-family dwelling, including construction of a new second story and attic level, rear addition, and new side deck.
<b>Relief Type</b>	Variance
<b>Violations</b>	Side Yard Insufficient

**Planning Context:**

The surrounding area is characterized by low-density residential uses, predominantly one- and two-family dwellings. The property is located within the Jamaica Plain Neighborhood Design Overlay District (NDOD). Residential structures along the street generally reflect mid century single-family homes with second stories and attic levels.

**Zoning Analysis:**

The proposal includes vertical and rear additions to the existing single-family dwelling, including expansion of the building footprint within the side yard setback area. In the 1F-9000 zoning subdistrict, a minimum side yard setback of 12 feet is required. The proposed side yard setback is 9.8 feet, resulting in a citation for insufficient side yard. The proposal also triggers design review pursuant to Article 28 of the Boston Zoning Code due to changes to the existing roofline within the Jamaica Plain Neighborhood Design Overlay District (NDOD).

The surrounding neighborhood contains similarly scaled residential structures, including homes with second stories and attic levels, reflecting the prevailing residential character of the area.

This analysis is based on plans prepared by S & Y Design and Engineering LLC. titled "Addition - Single Family, 24 Neillian Crescent, Boston, MA" dated May 20, 2026.



**Recommendation:**

In reference to BOA1811910, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review .

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1837592
<b>ZBA Submitted Date</b>	2026-04-08
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	3 Moore ST East Boston 02128
<b>Parcel ID</b>	0100705000
<b>Zoning District &amp; Subdistrict</b>	East Boston Neighborhood EBR-3
<b>Zoning Article</b>	53
<b>Project Description</b>	The proposal seeks to demolish the existing single-family dwelling, detached one-story block garage, and above-ground pool and deck area at 3 Moore Street and replace them with a new three-story, six-unit multifamily residential building with two exclusive-use roof decks.
<b>Relief Type</b>	Conditional Use,Variance
<b>Violations</b>	Lot Frontage Insufficient Parking or Loading Insufficient

**Planning Context:**

The proposed project at 3 Moore Street replaces an existing single-family dwelling, detached one-story block garage, and above-ground pool and deck area with a new three-story, six-unit multifamily residential building. The new building includes two exclusive-use roof decks.

The area surrounding the site is predominantly residential in character. One-, two-, and three-unit buildings make up the largest residential typologies. Larger multifamily buildings, including four- to six-unit and seven-or-more-unit properties, are present within the surrounding neighborhood context.

The subject lot contains 50 feet of frontage and a depth of 100 feet, consistent with the 50-foot-wide lot configurations west of the site. Narrower 25-foot-wide lots are located to the east within the block.

**Zoning Analysis:**

The proposal received citations for insufficient lot frontage and insufficient off-street parking.

The property is located within the EBR-3 subdistrict. Under Article 53, Section 53-5.1 and Table A of the East Boston Neighborhood District zoning, “Household Living, 3-6 Dwelling Units” is an allowed use in the EBR-3 Mid-Block Lot subdistrict, subject to footnote (2). Footnote (2) limits



the number of dwelling units based on lot frontage: lots with more than 55 feet of frontage may contain up to six dwelling units, while lots with 55 feet of frontage or less are limited to three dwelling units.

The subject lot has 50 feet of frontage and a depth of 100 feet. It therefore falls five feet short of the frontage threshold required to accommodate six dwelling units as of right. Although the use category is generally permitted in the subdistrict, the proposed six-unit program exceeds the number of units allowed on a lot with this frontage.

That dimensional deficiency should be considered in relation to the proposed building layout. The building is designed as a three-story, six-unit multifamily residence with two dwelling units per floor. The ground floor is organized around a central common lobby and stair core, while the upper floors repeat the same two-unit arrangement with a central stair landing providing access to each unit. This configuration creates six stacked flats served by one shared internal circulation core.

On a 50-foot-wide lot, this layout has significant site-planning consequences. Placing two full dwelling units across each floor and extending the building substantially through the depth of the parcel occupies a large portion of the available lot area. As a result, less open yard area remains available for parking, tree retention, circulation, and other site functions.

The existing site plan shows multiple trees distributed throughout the parcel, including in the rear yard, the central portion of the lot, and the right-side/front area near the existing garage. By contrast, the proposed plans show the building footprint and related site improvements occupying much of the area where existing trees are currently located. The proposal therefore replaces a site condition with trees distributed throughout the parcel with a more limited landscape condition concentrated primarily along the frontage and toward the rear.

The parking citation reflects the same spatial constraint. Article 53, Section 53-28 provides that the applicable off-street parking requirement is governed by Article 53, Table L. For household living developments with four or more dwelling units, Table L requires one off-street parking space per dwelling unit. Because the proposal includes six dwelling units, six off-street parking spaces are required. The submitted parking table identifies zero parking spaces provided. The proposal therefore does not meet the applicable parking requirement.

In summary, the proposal is five feet short of the frontage threshold required for six units, provides no off-street parking, reduces available open yard area, and limits the retention of existing trees. The project proponent should revise the proposal to align with the dimensional, use, and site-planning requirements of Article 53 for the East Boston Neighborhood District and the applicable EBR-3 zoning standards, or come with a project that modifies them in order to preserve existing trees on site.

The plans reviewed are titled "3 Moore Street East Boston, MA", prepared by 686 Architects and issued for review on November 17, 2025.



**Recommendation:**

In reference to BOA1837592, The Planning Department recommends: DENIAL WITHOUT PREJUDICE. The proponent should consider a design that, if it is not to comply with updated zoning, better retains existing tree canopy in one consolidated building.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1813709
<b>ZBA Submitted Date</b>	2026-01-21
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	36 to 44 Broad ST Boston 02109
<b>Parcel ID</b>	0303824000
<b>Zoning District &amp; Subdistrict</b>	Government Center/Markets SKY-LOW-DT
<b>Zoning Article</b>	86 – Wireless Communications Equipment
<b>Project Description</b>	The proposed project includes the installation of additional roof-mounted wireless facilities.
<b>Relief Type</b>	Variance
<b>Violations</b>	Roof Mounted Antennas - Setback Roof Mounted Antennas - Height

**Planning Context:**

The existing property sits between Broad, Milk, Central, and India Streets in a SKY-LOW-DT zoning subdistrict. What was formerly part of the Government Center/Markets area was folded into the SKY-LOW-DT zoning subdistrict as a part of PLAN: Downtown which was officially adopted by the Zoning Commission on October 28, 2025. The SKY-LOW-DT subdistrict was established to ensure new development is compatible with existing buildings in scale, particularly in areas of historical significance.

The proposed sits with a Coastal Flood Resilience Overlay District, a Groundwater Conservation Overlay District, and a Restricted Parking District, as well as a Boston MHC Historic Inventory Area. The area is defined by many historic landmarks and building of architectural significance such as the Custom House Tower (standing at 496 feet), Class A office towers like that a 75 State Street (390 ft), and mixed-use complexes like One India Street with residential and ground floor commercial (~100 ft). The proposal is 0.2 miles from the MBTA Blue Line Aquarium Station and 0.2 miles from Quincy Market and Faneuil Hall. This is a highly-trafficked area, and a popular tourist destination.

**Zoning Analysis:**

The refusal letter refers to a total of two citations pursuant to Article 86, Wireless Communication Equipment. There are no other zoning violations.



Article 86 was established to create predictable and balanced regulations for the siting and screening of wireless communication equipment. Article 86-4(2) mandates that design review will be conducted under the Design Component of Small Project Review.

The refusal letter cites two violations under Article 86 Section 6 regarding the project's Use and Dimensional Regulations. Currently, the top of the existing parapet stands at 132'-7". Under the current zoning, roof-mounted antennas on buildings over 45 feet tall are limited to a maximum height of 20 feet, or 20% of the building height, whichever is greater. The proposed antennas will reach a peak of 159'-7", or 27' above the existing roofline, requiring zoning relief.

An existing penthouse stairwell stands at 156'-7", which already exceeds the SKY-LOW-DT zone height limit of 155'. Adding the new antennas will increase the total height by 3', minimally extending this existing non-conformity. However, this addition remains significantly lower than other towers in the surrounding area. Furthermore, the installation does not expand the building's footprint or envelope. Because this infrastructure is uniquely necessary for the land use and the proponent, granting zoning relief for the excessive height is appropriate.

Similarly, Article 86 Section 6 requires a setback of at least 10 feet or 10% of roof depth (measured from edge facing public street to opposite edge of roof), whichever is greater. The proposed antennas will remain in their current footprint and will not alter the existing roof setbacks. While the 3' height increase extends an existing non-conformity, the horizontal positioning of the infrastructure remains unchanged, as does the location of the penthouse roof structures. Zoning relief related to the setback is appropriate.

Plans were submitted by Dewberry Engineers and are dated 04/03/2025.

**Recommendation:**

In reference to BOA1813709, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for review with attention to screening of new equipment.



Planning Department

**CITY of BOSTON**

Reviewed,

*Kathleen Onuf*

Deputy Director of Zoning



<b>Case</b>	BOA1842748
<b>ZBA Submitted Date</b>	2026-04-24
<b>ZBA Hearing Date</b>	2026-06-02
<b>Address</b>	33 Hawthorne ST Roslindale 02131
<b>Parcel ID</b>	1100167000
<b>Zoning District &amp; Subdistrict</b>	Roslindale Neighborhood 3F-4000
<b>Zoning Article</b>	67
<b>Project Description</b>	Add a third unit to a two-unit dwelling by expanding living space into the basement and attic.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient FAR Excessive Height Excessive (stories) Usable Open Space Insufficient Use Regulations Applicable in Residential Subdistricts

**Planning Context:**

33 Hawthorne St is located in a residential pocket of Roslindale, characterized by a diverse housing typology ranging from single-unit to small multi-family dwellings. The area features a lower lot coverage pattern, with homes typically maintaining moderate front and side and moderate rear yards.

The subject property itself is a two-unit, 2.5-story building that shares a similar size and character with the surrounding homes on the street. The proponent is seeking to renovate the existing basement into its own unit and extend living space into the attic for an existing unit. This change would be characterized as an internal additional dwelling unit. These updates do not notably impact the shape, quality, or appearance of the existing property. The only notable alteration to the physical facade is a proposed dormer addition to the top floor.

**Zoning Analysis:**

This proposal has triggered five zoning violations: excessive FAR, excessive building height (stories), insufficient open space, off-street parking and loading requirements, and use regulations.



The maximum FAR for this lot is 0.8, while the proposed FAR is 0.99. Given that the expansion creates an additional unit vertically within the existing building footprint rather than expanding the ground floor, this increase is reasonable. The project also falls just outside of Roslindale's Squares+Streets zoning district and aligns with the City's goal of increasing housing in areas identified as appropriate for growth. Relief is recommended.

The maximum building height in this subdistrict is 2.5 stories, and the proposed project increases the building from 2.5 to 3 stories. The renovation does not fundamentally alter the character of the home, as the roof remains sloped despite the addition of a dormer. Relief is recommended.

A total of 5,250 square feet of open space is required for three dwelling units, or 1,750 square feet per unit. The proposal provides 798 square feet of usable open space per dwelling unit. Although the project provides less on-site open space than required, the property is within a five-minute walk of Adams Park and less than a ten-minute walk from Healy Field. Given this context, relief is recommended.

The exact off-street parking and loading violation is not cited in the refusal letter. However, aerial imagery of 33 Hawthorne Street shows three cars parked in tandem within the driveway. In this subdistrict, six parking spaces are required for three dwelling units, and tandem parking does not meet maneuverability requirements. Given that the property is within a ten-minute walk of ten bus lines and the Roslindale Village MBTA station, relief is recommended.

Plans reviewed are titled "Proposed Change of Use 2F to 3F & Renovation and Dormer Addition 33 Hawthorne Street, Roslindale, Massachusetts" and is dated December 31, 2025.

**Recommendation:**

In reference to BOA1842748, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning

**MEMORANDUM**

**January 15, 2026**

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

**FROM:** CASEY HINES, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW  
NUPOOR MONANI, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW  
ERIC BOATRIGHT, SENIOR ARCHITECT II  
ILANA HAIMES, Planner II  
BREEZE OUTLAW, SENIOR URBAN DESIGNER  
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER  
COLIN FREDRICKSON, TRANSPORTATION PLANNER II  
STEPHEN HARVEY, SENIOR PROJECT MANAGER

**SUBJECT:** 393 CAMBRIDGE STREET, ALLSTON

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority 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 393 Cambridge Street in Allston (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

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**PROJECT SITE**

The Proposed Project is located on an approximately 8,220 square foot parcel of land located at 393 Cambridge Street in the Boston Landing area of the Allston neighborhood (the "Project Site"). The Project Site is currently occupied by single-story concrete block building housing an auto parts retailer, with prominent commercial surface parking.

**DEVELOPMENT TEAM**

The development team includes:

**Proponent:**

393 Cambridge Street Nominee Trust  
Fred Starikov, Steve Whalen, Josh Fetterman

**Architect:**

KDI Architecture  
Tanya Carriere | NCARB

**Legal Counsel:**

George Morancy, Esq.

**PROPOSED PROJECT**

393 Cambridge Street Nominee Trust (the “Proponent”) seeks to demolish the existing commercial structure occupying the Project Site and construct a seven (7) story, approximately 46,659 gross square foot hotel building that will contain ninety-six (96) guest rooms, and up to four (4) off-street temporary (pick-up/drop-off and delivery) motor vehicle parking spaces (the “Proposed Project”). The Proposed Project will also include an interior bicycle storage room with space for a minimum of eighteen (18) bicycles for employees and guests, and up to five (5) exterior bicycle storage spaces for the public, consistent with the City of Boston Transportation Department (“BTD”) Bike Parking Guidelines.

The table below summarizes the Proposed Project’s key development metrics.

<b><u>Estimated Project Metrics</u></b>	<b>Proposed Plan</b>
<b>Gross Square Footage</b>	46,659
<b>Gross Floor Area</b>	47,299
<i>Residential</i>	0
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0

<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	46,659
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Back of House (BOH)/Mechanical</i>	3,696
<i>Parking</i>	0
<b>Development Cost Estimate</b>	\$15,000,000
<b>Residential Units</b>	0
<i>Rental Units</i>	0
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	0
<b>Parking spaces</b>	4

**PLANNING AND ZONING CONTEXT**

The Proposed Project is located in the Harvard Avenue Community Commercial subdistrict within the Allston-Brighton Neighborhood District. The Project Site is located at the corner of Wilton Street and Cambridge Street. The Project Site currently has a one-story Advance Auto Parts. The front of the Project Site comprises surface parking. Neither the Project Site nor the abutting sidewalks have trees. The Project Site is surrounded by two parcels; 8 Wilton Street (Assessor Parcel #2201847000) 415 Cambridge Street (Assessor Parcel #2201848000), together creating an L-shape around the Project Site. These two parcels (2201848000 & 2201847000) are part of a 2021 BPDA Approved Project, Allston Square, under the address 8-12 Wilton Street, which will be a mixed-use seven-story development of rental and commercial space. This project is not yet under construction.

The Brighton Guest Street Area Planning Study establishes a framework and urban design guidelines for a transit-oriented urban mixed-use district featuring vibrant community uses and residential development for the previously underutilized 100-acre 'Brighton/Guest Street' district. Although the Proposed Project falls outside this Plan's Study Area boundaries, the Project Site is located right at the edge of this Study Area on Cambridge Street, a key neighborhood connector. This Study provides planning and urban design guidelines that have been taken into

consideration in the review of the Proposed Project, including the utility of Cambridge Street as a north/south neighborhood connection and an active edge.

The Proposed Project is within the boundaries of the Allston-Brighton Mobility (“AB Mobility”) Plan (2021). The AB Mobility’s vision is to increase safety, comfort, and access for all transportation modes and all users while paving a path forward toward a more sustainable future in the face of climate change. The AB Mobility goals are:

1. Increase safety for all modes.
2. Allocate space in streets to accommodate diverse users.
3. Increase the sustainability of the transportation system.
4. Improve equity in transportation.
5. Provide priority accommodations for buses.
6. Create a more attractive and comfortable walking and bicycling environment.
7. Enhance parking and permit regulations.
8. Accommodate local and regional growth.
9. Identify opportunities for new development to mitigate its transportation impacts.

Cambridge Street will carry the future A-B Transit Corridor which will connect Oak Square, Brighton and Union Square, Allston. Additionally, the Proposed Project is located near the potential future A-B Bikeway which is an aspirational concept to create a separated, two-way, east-west bicycle facility extending from Watertown to a future West Station. The Proposed Project complies with the Allston-Brighton Mobility Plan by creating additional sidewalk dimension on Cambridge Street that align with the Complete Street Guidelines, improving mobility for all users.

The dimensions of the Proposed Project, while not aligned with existing zoning, are reflective of the evolving context of the neighborhood and the activation of the Cambridge Street section of the Harvard Avenue Community Commercial subdistrict.

## **ZONING**

The NPC is located within the Allston-Brighton Neighborhood Zoning District and the Harvard Avenue CC-1 Community Commercial Subdistrict, which is governed by Article 51 of the Code.

**ARTICLE 80 REVIEW PROCESS**

On August 11, 2025, the Proponent filed an Application for Small Project Review (“SPRA”) 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 September 30, 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 Allston neighborhood update list. The public comment period ended on October 10, 2025. Outside of the BPDA-sponsored public meeting, the Proponent conducted additional outreach with abutters, the Allston Civic Association, the Brighton-Allston Improvement Association, and local elected officials to solicit feedback and review the Proposed Project.

**SUSTAINABILITY AND RESILIENCE**

In support of Boston’s carbon neutral goals, the Proposed Project will be designed and constructed to meet Boston’s Net Zero Carbon standards with a Building 2035 pCEI 1.72 kg CO<sub>2</sub>e/sf-yr. Upon occupancy, the building will have a Building Emissions Reduction Disclosure Ordinance (BERDO) operational carbon limit of zero (or “an initial limit of 2.41) kg CO<sub>2</sub>e/sf-yr.

The proposed building will include a well insulated air tight enclosure and all-efficient-electric heat pump space conditioning and DHW heating systems.

The Proposed Project will further assess solar PV with the final amount determined by Design Filing.

**MITIGATION AND COMMUNITY BENEFITS**

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

- The Proposed Project will provide landscape and vegetation along building frontages and coordinate with adjacent approved project to provide through connection from Cambridge Street to Wilton Street to enhance pedestrian connectivity.

- In compliance with Boston’s Complete Streets policy, the Proponent will make sidewalk and streetscape improvements to Cambridge Street and Wilton Street.
- Subject to the Boston Transportation Department (“BTD”) review and approval, the Proponent will enhance the public realm by closing the existing curb cut on Cambridge Street and reducing the existing curb cut on Wilton St to no wider than twelve (12) feet to improve pedestrian connectivity.
- The Proponent will minimize the negative impacts of parking by locating the parking access off of Wilton Street, allowing for an active street wall on Cambridge Street. The curb cut will be no more than twelve (12) feet in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. Access design and circulation are subject to Design Review. All driveway curb cuts must maintain flush sidewalks with monolithic concrete. All curb cuts will seek a curb cut permit from the Public Works Department (“PWD”) and/or Public Improvement Commission (“PIC”) process.
- A pedestrian zone with a clear accessible path of travel measuring no less than 5’ in width should be provided on the sidewalk at the Proposed Project’s frontage along Cambridge Street and Wilton Street to improve walkability and accessibility. Where the dimension between the property line and the edge of the furnishing zone is less than 5’-0,” a pedestrian easement should be sought through PIC.
- The Proposed Project has agreed to grant a pedestrian easement to the City of Boston for the portion of the parcel that is acting as a public sidewalk along Cambridge Street and Wilton Street. This would require an action through PIC to create the pedestrian easement. Granting this pedestrian easement will allow an accessible pedestrian-friendly streetscape.
- The Proposed Project will comply with the Streets Green Infrastructure Policy, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.
- The Proponent will design and implement the addition of a raised crosswalk across Wilton Street at the connection to Cambridge Street. The crosswalk

will be a “Ladder” style crosswalks, with thick white bars and parallel lines. The crosswalk will be a high visibility crosswalk to help improve pedestrian visibility and safety. This crosswalk will require the addition of compliant split pedestrian curb ramps equipped with yellow tactile warning strips. All crosswalks must be designed with review from the Disabilities Commission, PWD, BTM, and BPDA.

- The project will comply with the BTM’s 2021 Bike Parking Guidelines.
- Anticipated PIC actions include specific repairs and pedestrian easement. The specific repairs scope includes: elimination of curb cut on Cambridge Street and reduced curb cut along Wilton Street, construction of ADA-compliant pedestrian ramp at Wilton Street/Cambridge Street & reciprocal ramp, raised crosswalk at Wilton Street/Cambridge Street with widening of the existing sidewalk for complete street compliance, 3-new street trees and furnishing zone with public bike racks along Cambridge Street, and 1-new street tree along Wilton Street with detectable warning panels at the Proposed Project driveway.
- PIC approvals for proposed improvements shall be completed before building permit issuance by the Inspectional Services Department (“ISD”) for the Proposed Project, as applicable. The physical mitigation improvements must be completed upon the issuance of the Certificate of Occupancy. These proposed improvements are subject to design review and approval by the BTM, 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.
- The Proponent will implement appropriate changes to curbside regulation on Cambridge Street in order to manage demand for pick-up and drop-off outside the main entrance to the building. This implementation could include the striping of on-street parking spaces in front of the site on Cambridge Street, the installation of appropriate parking signage, etc. The Proponent will work with the Boston Transportation Department and the Boston Planning Department to determine the most appropriate changes to curb regulation. Any changes to curb regulation and physical changes to the public right-of-way are subject to PIC approval.

- Significant improvements to the public realm surrounding the Project Site, including enhanced sidewalk treatments, improved pedestrian lighting, on-site and no less than four (4) public way street trees and green planting beds, public bike racks, and new public seating, all of which will contribute to the walkability and environmental quality of this section of Cambridge Street;
- The Proponent shall make a thirty- thousand dollar (\$30,000) contribution to the City’s Fund for Parks, intended to support maintenance of green space and facilities at Ringer Park and Playground:

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

Use: The contribution will be used to fund efforts to maintain green space and facilities at Ringer Park and Playground.

Amount: \$30,000

Timeline: The \$30,000 contribution is due before issuance of the Building Permit.

- In support of the City’s green building and carbon neutral goals, the Proposed Project will be designed to meet LEED Gold standards;
- The Proposed Project will activate an unattractive commercial site with highly visible and abundant surface parking with an attractive new hotel, the design of which will incorporate features to activate the streetscape, including a carefully designed entrance, transparent glazing systems, and landscape elements that create visual interest and support pedestrian safety;
- The proposed hotel will generate significant positive economic impacts for the Allston community and the broader Boston metropolitan area. The project will create approximately 25-30 permanent jobs in various categories, including management, housekeeping, maintenance, and guest services, providing employment opportunities for local resident;
- Construction of the project will provide at least 80 construction jobs for local building trades workers and will utilize local suppliers and service providers wherever possible, contributing to the regional construction economy;

- Additional property tax revenue for the City.

The community benefits described above will be set forth in the Community Benefits Agreement for the Proposed Project. The Community Benefits contribution payment shall be made to the respective City of Boston department(s) before issuance of the Certification of Occupancy and will be distributed as outlined above.

### **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; and (2) enter into a Community Benefits Agreement in connection with the Proposed Project and take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

**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 393 Cambridge Street in the Allston neighborhood, proposed by 393 Cambridge Street Nominee Trust (the "Proponent"), for the construction of a seven (7) story, approximately 46,659 gross square foot hotel building that will include ninety-six (96) guest rooms, and up to four (4) off-street temporary (pick-up/drop-off and delivery) motor vehicle parking spaces (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

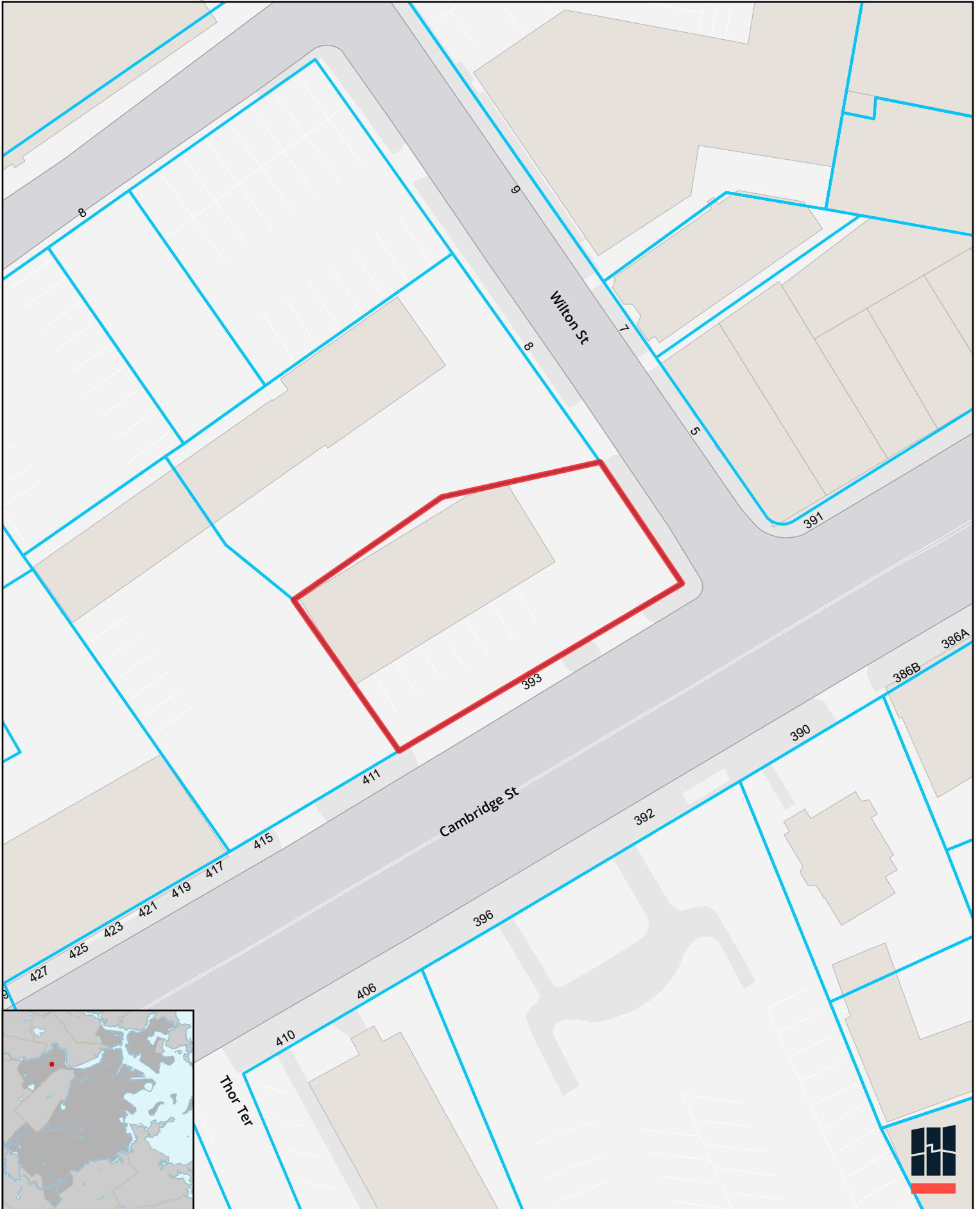
### **FURTHER**

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

# 393 Cambridge Street



1:500



# 393 Cambridge Street





# CITY of BOSTON

Michelle Wu, Mayor

To: [Stephen Harvey],  
From: [Jacob Krugman], PWD  
Date: [8/19/2025]  
Subject: [393 Cambridge Street SPRA] - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the 393 Cambridge Street SPRA.

## **Project Coordination:**

The developer should coordinate with Parks and Recreation regarding the street trees on Cambridge Street. The developer should coordinate with Policy and Planning regarding the hotel's overhang over public sidewalks. The developer should coordinate with BTM and PWD to develop and maintain safety and accessibility improvements for pedestrians and cyclists in the area. The developer should include the reconstruction of the reciprocal ramps that are proposed.

## **Pedestrian Access:**

The developer should consider extending the scope of sidewalk improvements along the site frontage.

## **Site Plan:**

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

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

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

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

## **Sidewalks:**

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

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



## **PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

The Office of the Streets, Transportation, and Sanitation

(617) 635-4900



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

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

**Driveway Curb Cuts:**

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

**Discontinuances:**

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

**Easements:**

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

**Landscaping:**

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

**Street Lighting:**

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

**Roadway:**

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

**Additional Project Coordination:**

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

**Green Infrastructure:**

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



**PUBLIC WORKS DEPARTMENT**

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# CITY *of* BOSTON

Michelle Wu, Mayor

**Resiliency:**

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

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

Sincerely,

**Jeffrey Alexis**  
Principal Civil Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD  
Todd Liming, PIC



**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024  
The Office of the Streets, Transportation, and Sanitation  
(617) 635-4900

**MEMORANDUM****October 16, 2025**

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

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

**SUBJECT:** 80 GARDNER STREET, ALLSTON

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

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**PROJECT SITE**

The Project Site consists of an existing 28-unit multi-family development located at 80 Gardner Street in the Allston neighborhood of Boston. There are twenty-three existing vehicle parking spaces to remain - with an additional twenty being proposed. The Project Site is located within walking distance to nearby public transit and retail. The site is less than a half mile from numerous bus lines and the MBTA Green Line. The MBTA Commuter Rail is just over one mile from the site.

**DEVELOPMENT TEAM**

The development team consists of:

**Developer/Proponent:**

Alpha Management Corporation  
Anwar Faisal  
1283 Commonwealth Avenue, Suite 1  
Allston, MA 02134

**Legal Counsel:**

Hemenway & Barnes LLP  
Johanna Schneider  
75 State Street  
Boston, MA 02129

**Architecture:**

Sousa Design Architects  
Dennis Greenwood  
81 Boylston Street  
Brookline, MA 02445

**PROPOSED PROJECT**

The Proposed Project is infill development, with a new six-story building being added to a site with an existing 28-unit multi-family apartment building. The new building will consist of thirty-six (36) residential rental units, including one (1) studio unit, three (3) one-bedroom units, sixteen (16) two-bedroom units, and sixteen (16) three-bedroom units. Six (6) of the units will be income-restricted units in accordance with the City of Boston’s Inclusionary Zoning. The existing site contains 8 vehicular parking spaces which will remain. An additional 18 new parking spaces are being proposed. The site will contain a total of 64 residential rental units and 26 parking spaces.

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

**Estimated Project Metrics**

**Proposed Plan**

<b>Gross Square Footage</b>	40,241
<b>Gross Floor Area</b>	39,641
<i>Residential</i>	39,641
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Mechanical/Storage</i>	600
<i>Parking</i>	388 SF
<b>Development Cost Estimate</b>	\$7,800,000
<b>Residential Units</b>	36
<i>Rental Units</i>	36
<i>Ownership Units</i>	
<i>IDP/Affordable Units</i>	6
<b>Parking spaces</b>	18
<i>Long-term Bicycle Parking</i>	38
<i>Short-term Bicycle Parking</i>	8
<i>Location of Bike Room</i>	Ground level
<i>Minimum Monetary Bluebike</i>	\$9,900
<i>Contribution</i>	\$9,900

**PLANNING AND ZONING CONTEXT**

The Proposed Project is located within the Allston-Brighton Neighborhood Zoning District’s 3F-2000 Subdistrict, governed by Article 51 of the Zoning Code. The Proposed Project will replace a surface parking lot adjacent to an existing multi-family residential building on the lot. As Gardner Street is predominantly residential, the proposed building aligns well with the area’s existing use mix.

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

Furthermore, the ongoing Allston-Brighton Community Plan and Beacon Park Yards Regional Framework Plan were also considered as these plans will guide the growth in the neighborhoods and the area surrounding the Proposed Project.

While the Proposed Project will need variances from zoning requirements including use, height, FAR, and open space, it was designed in consideration of the existing building on the lot and the surrounding built environment. Notably, the Proposed Project maintains a brick facade and incorporates a courtyard between the two structures. Additionally, public realm and sidewalk improvements were designed in collaboration with staff to ensure consistency with Complete Street Guidelines and will enhance the pedestrian experience especially by closing the existing curb cut. Zoning relief is appropriate given the Proposed Project's consistency with the local planning context, as well as provisions of Section 7-3 of the Zoning Code.

### **ARTICLE 80 REVIEW PROCESS**

On June 27, 2025, the Proponent filed a Small Project Review Application ("SPRA") pursuant to Article 80E of the City of Boston Zoning Code ("the Code"). The BPDA hosted a virtual public meeting for the Proposed Project on July 23, 2025. The public comment period in connection with the Proponent's submission of the SPRA ended on July 28, 2025.

The virtual public meetings were advertised in the relevant neighborhood newspapers and posted to the BPDA's website and a calendar notification as sent to all subscribers of the BPDA's Allston-Brighton neighborhood updates. Local city and state elected officials received notification of the public meeting via email. The presentations and recordings of the virtual public meetings were published to the 80 Gardner Street project webpage on the BPDA website.

### **INCLUSIONARY ZONING**

The Proposed Project is subject to Zoning Code Article 79 - Inclusionary Zoning, dated October 1, 2024 (“IZ”) and is located within Zone B, as defined by IZ. IZ requires that 17% of the total number of units within or residential saleable square footage within Article 80E Small Project developments are designated as IZ units. In this case, six (6) units or approximately 16.67% of the total number of units, or 17.07% of leasable residential square footage within the Proposed Project, will be made available to households with incomes not more than 60% of the Area Median Income (“AMI”), as based upon data from the United States Department of Housing and Urban Development (“HUD”) and published by the Mayor’s Office of Housing (“MOH”) as annual income and rent limits.

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

104	Two-Bedroom	751	60%	\$1,680	
105	Three-Bedroom	1002	60%	\$1,880	
201	Three-Bedroom	990	60%	\$1,880	
303	Two-Bedroom	765	60%	\$1,680	
304	Two-Bedroom	800	60%	\$1,680	Group-2A
401	Three-Bedroom	990	60%	\$1,880	

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

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

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

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

- (3) Households who are directly displaced or severely rent-burdened (to be marketed for one (1) income-restricted unit).

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

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

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

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

- The creation of 36 new dwelling units in an attractive and energy-efficient new building, including 17% income-restricted units in accordance with the City of Boston's Inclusionary Zoning requirements.
- Generation of tens of thousands of dollars in revenue annually to the City of Boston once the project is completed in the form of new real property tax payments; and
- A contribution of \$9,900 to the Boston Transportation Department ("BTD") prior to Certificate of Occupancy for the Proposed Project to support the bikeshare system.
- Per the City of Boston Bike Parking Guidelines, the Proposed Project will provide the creation of 38 long-term bike spaces in an interior bike parking room on the ground level with direct access to the exterior, and 8 short-term bike spaces.
- The Proposed Project will provide +/- 3,100 square feet of new residential amenity open space and +/-1,500 square feet of private patio open space for 14 units to enhance usable open space on site for new development and existing tenants

- The Proponent will provide an adequate accessible route to circumnavigate around the entire Proposed Project.
- The Proposed Project will provide significant landscape and vegetation, permeable pavers, along with a small entry plaza and seating for residents.
- The Proponent will modify the site grade at the existing building frontage so that the placement of the new transformer for the Proposed Project is flush with the grade of the sidewalk and driveway for ease of utility access. In addition, the proponent will provide the appropriate plant buffer for screening, an adjacent minimum 5'-0" width sidewalk for accessible path of travel, relocate or slightly shift existing street tree, and avoid conflicts with existing mature site trees at the frontage of the existing building.
- In support of the City's green building and carbon neutral goals, the Proposed Project will be all-electric.
- **Public Realm Improvements:**
  - In compliance with Boston's Complete Streets policy, the Proponent will make sidewalk and streetscape improvements to Gardner Street while preserving existing street trees as applicable.
  - Subject to the BTD review and approval, the Proponent will enhance the public realm by closing the existing curb cut in front of the Project Site and improving pedestrian connectivity.
  - A minimum 5'-0" width sidewalk Pedestrian Zone of the clear accessible path of travel should be provided at the Proposed Project's frontage along Gardner Street to improve walkability and accessibility. Where the dimension between the property line and the edge of the Furnishing Zone is less than 5'-0," a pedestrian easement should be sought through PIC.
  - The Proposed Project has agreed to grant a pedestrian easement to the City of Boston for the portion of the parcel that is acting as a public sidewalk along Gardner Street. This would require an action through the Public Improvement Commission to create the pedestrian easement. Granting this pedestrian easement will allow an accessible pedestrian-friendly streetscape.
  - The Proponent will install one (1) new street tree along Gardner Street adjacent to the Project Site as part of the Project Site Improvements and mitigation associated with the Proposed Project. The tree planting shall be coordinated and approved by the Planning Department, and other applicable city departments/agencies should be completed

before issuance of the Certificate of Occupancy for the Proposed Project.

- The Proposed Project will comply with the Streets Green Infrastructure Policy, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.
- Public Improvement Commission (“PIC”) actions anticipated include Specific Repairs and Pedestrian Easement. The Specific Repairs scope includes: (1) eliminate curb cut, (2) complete street-compliant sidewalks, (3) 1 new street tree with tree pit, (4) visitor bike racks, (5) Pedestrian Easement needed at drop-off zone, as applicable.
- Public Improvement Commission (“PIC”) approvals for proposed improvements shall be completed before building permit issuance by the Inspectional Services Department (“ISD”) for the Proposed Project, as applicable. The physical mitigation improvements must be completed upon the 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”), Public Improvement Commission (“PIC”), and the Planning Department. The proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.
- The Proponent will make a Thirty-Six Thousand Dollar (\$36,000) contribution to the City’s Fund for Parks, intended to support Ringer Park:

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

Use: The contribution will be used to fund efforts to maintain green space and facilities in the vicinity of the project.

Amount: \$36,000

Timeline: The \$36,000 contribution is due within 30 days of issuance of the **Building Permit**.

The community benefits described above will be set forth in the Community Benefits Agreement for the Proposed Project. The Community Benefit contribution payment shall be made to the respective City of Boston department(s) before issuance of the Certification of Occupancy and will be distributed as outlined above.

**RECOMMENDATION**

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

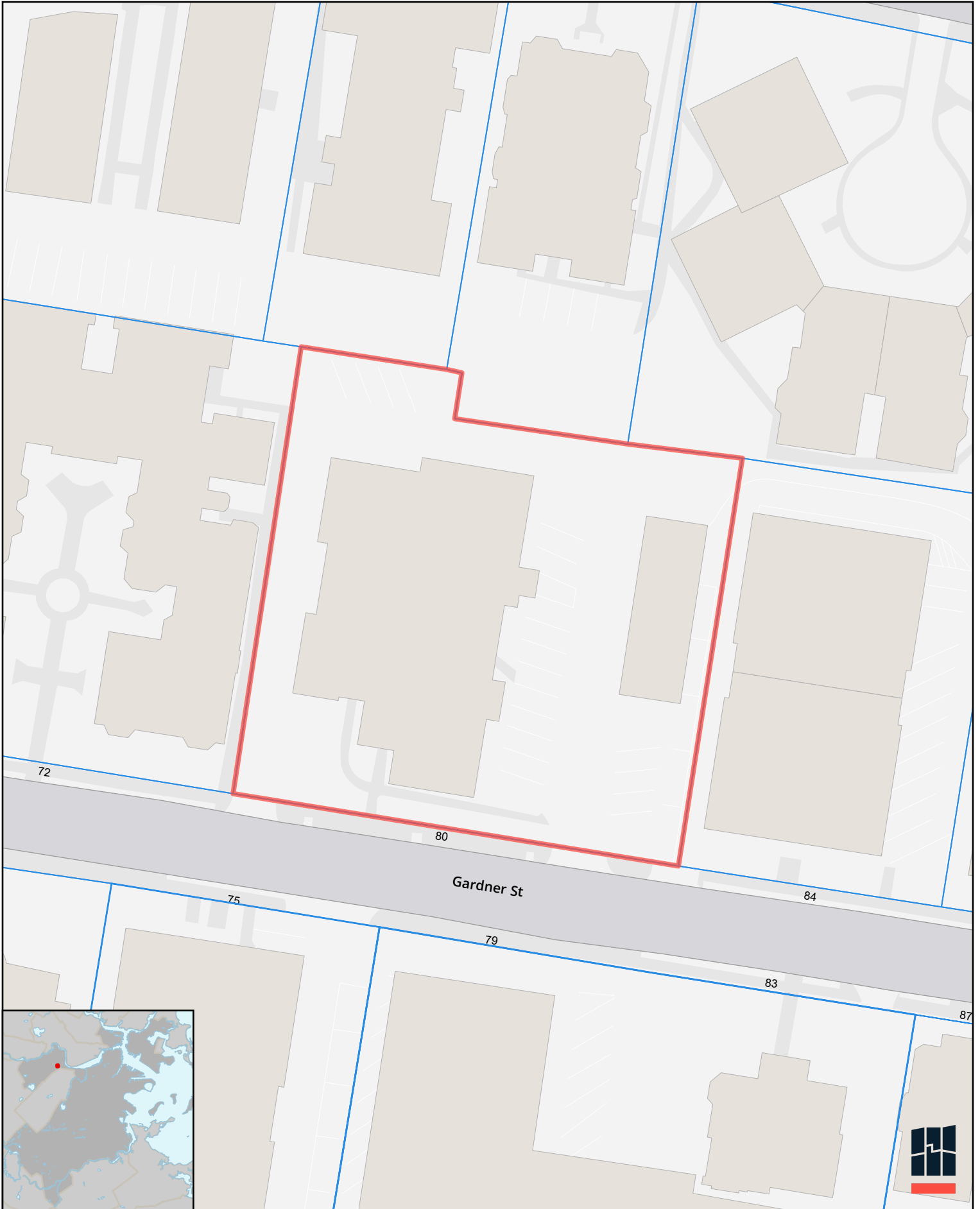
Appropriate votes follow:

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

**FURTHER**

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

# 80 Gardener Street



# 80 Gardner Street



1:550



**MEMORANDUM**

**January 15, 2026**

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

**FROM:** NUPOOR MONANI, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW  
CASEY HINES, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW  
MEGHAN RICHARD, SENIOR URBAN DESIGNER  
MARCO SANCHEZ, LANDSCAPE ARCHITECT II  
FORD DELVECCHIO, PLANNER II  
TRAVIS ANDERSON, SENIOR INFRASTRUCTURE AND ENERGY PLANNER  
PRISCILLA CUEVAS, TRANSPORTATION PLANNER II  
CAMILLE PLATT-DECOSTA, SENIOR PROJECT MANAGER

**SUBJECT:** ROGERSON-BEAUFORT, 434 JAMAICAWAY, JAMAICA PLAIN

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Large Project Review of the Boston Zoning Code (the “Code”) for the Rogerson-Beaufort Project, located at 434 Jamaicaaway (the “Proposed Project”, defined below) in the Jamaica Plain neighborhood of Boston; (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process; (3) enter into a Cooperation Agreement in connection with the Proposed Project; and take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

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**PROJECT SITE**

Project Site consists of two parcels totaling approximately 3.2 acres owned by the Rogerson House, Inc. The Project Site can be further identified by the Boston Assessors as follows:

- 434 Jamaicaway (Parcel ID No. 1902013000)
- 31 Beaufort Road (Parcel ID No. 1901976000)

The Project Site is bounded to the north, east, and south by residential development, and to the west by Jamaicaway and Jamaica Pond. A 24-foot-wide right-of-way connects the northeast corner of the Project Site to Centre Street. The center-west portion of the Project Site is occupied by the three-story Rogerson House, having a gross floor area (GFA) of approximately 15,444 sf. Adjacent and connected to that building is a two-story addition completed in 1997, having a GFA of approximately 34,144, sf. The building is currently the home of a 66-bed licensed Assisted Living memory care community, and a Social Day program for seniors with memory loss. The center-south portion of the Project Site is occupied by a vacant two-story residential building having a GFA of approximately 3,254 sf. Vehicular access is via a driveway from the northwest corner of Lakeville Road and Beaufort Road and leads to an on-site drop-off and parking area with 18 parking spaces. A further 20 spaces are in a supplementary lot off Beaufort Road off the rear of the Project Site.

The campus is surrounded by a mix of single-family and multi-family residential properties and various other uses. Prominent facilities in the area include the Forbes Building residences, the Mary E. Curley School, the Connolly Branch of the Boston Public Library, the Arborway Community Church, and a variety of commercial businesses. The Project Site is within walking distance of public open spaces and recreational facilities such as Jamaica Pond, Pinebank Park, and the Jamaicaway which connects to Olmsted Park and the Emerald Necklace. It is also within walking distance of public transportation, restaurants, grocery stores and other retail and health services.

**DEVELOPMENT TEAM**

The development team consists of:

Proponent: Rogerson Development, LLC  
1 Florence Street  
Boston, MA 02131  
Walter J. Ramos

Legal Counsel/  
Outreach: Klein Hornig LLP  
101 Arch Street, Suite 101  
Boston, MA 02110

Teresa Santalucia

Architect: DiMella Shaffer  
24 Farnsworth Street, 4<sup>th</sup> Floor  
Boston, MA 02210  
Philippe Saad

Transportation Engineer: Howard Stein Hudson  
11 Beacon Street, Suite 1010  
Boston, MA 02108  
Elizabeth Peart

Civil Engineer: Beals and Thomas, Inc.  
Engineer: 144 Turnpike Road  
Southborough, MA 01772  
Paula Thompson

Landscape Architect: IMEG (Formerly Warner Larson) Architects  
10 Franklin Street, 3<sup>rd</sup> Floor  
Boston, MA 02110  
David Warner

**DESCRIPTION AND PROGRAM**

The Rogerson-Beaufort project will be located on a Rogerson Communities property in Jamaica Plain that is currently the home of a 66-bed licensed Assisted Living memory care community and a Social Day program for seniors with memory loss. Rogerson Communities is proposing a two-phased redevelopment of the 3.2-acre site located on the Jamaica way.

The campus overlooks Jamaica Pond and is within walking distance of public transportation, restaurants, grocery stores, and other retail and health services. The first phase of development will occur while the existing Assisted Living community and Social Day program remain fully operational. On an undeveloped portion at the rear of the property, the Proponent will develop a single building that will replace the memory care community and the Social Day program and will add affordable housing for seniors.

This Phase 1 of the project will consist of 41 units of income-restricted rental housing, along with a 1:1 replacement of 66 existing memory care beds. The

residential rental units include approximately zero (0) studio units, forty-one (41) one-bedroom units, and zero (0) two-bedroom units.

A contemplated second phase of development (which is not included within this approval memorandum), will add additional affordable apartments for seniors and community spaces after the first phase (the subject of this memorandum) is completed and the rear portion of the existing memory care building is demolished, leaving the front lawn fully intact. In the first phase, the Proponent is planning 41 affordable independent living senior apartments that will benefit from Rogerson Communities’ full offerings of supportive services for seniors. Those services include Resident Services Coordinators, programmed group activities, community services, and amenities such as exercise programs, computer learning, and wellness coordination with other supportive service providers. Rogerson Communities is committed to developing buildings and a campus on the Jamaica Plain site that will be sustainable and environmentally sensitive and will add to the vibrancy of the community with beautiful outdoor spaces along with connection to and activation of the campus for both residents and neighbors.

<b>Estimated Project Metrics</b>	<b>Proposed Plan (Phase 1)</b>
<b>Gross Square Footage</b>	134,960
<b>Gross Floor Area</b>	117,430
<i>Residential</i>	55,545
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Memory Care/Social Day Program</i>	61,885
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	17,530 (Basement)
<b>Development Cost Estimate</b>	
<b>Residential Units</b>	41

<i>Rental Units</i>	41
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	41
<b>Maximum Parking spaces</b>	50
<i>Long-term Bicycle Parking</i>	27
<i>Short-term Bicycle Parking</i>	14
<i>Location of Bike Room</i>	<i>Basement</i>
<i>Bluebike Docks</i>	<i>TBD</i>
<i>Bluebike Stations</i>	1
<i>Minimum Monetary Bluebike Contribution</i>	<i>N/A</i>
<i>Loading Bays</i>	<i>N/A</i>

**ARTICLE 80 REVIEW PROCESS**

On August 13, 2024, the Proponent filed a Letter of Intent (“LOI”) in accordance with the BPDA’s policy regarding the Provision of Mitigation by Development Projects in Boston.

The Proponent filed a Project Notification Form (“PNF”) for the Proposed Project on or about December 20, 2024, which initiated a thirty-(30) day public comment period which was extended to close on February 14, 2025. Notice of the receipt of the PNF by the Boston Planning Department was published in the Boston Herald on December 20, 2024. The notice and PNF were sent to the City’s public agencies/departments and elected officials.

Pursuant to Section 80B-5.4 of the Code, a Scoping Session was held on March 24, 2024, with the City’s public agencies and elected officials to review and discuss the Proposed Project.

The Boston Planning Department held two virtual public meetings via Zoom for the Proposed Project. The first public meeting was on February 6, 2025. The meeting was advertised in local newspapers and on the Planning Departments website and distributed to the Planning Department’s Jamaica Plain email list. On March 4, 2025, the Proponent presented development plans to the Boston Civic Design Commission (“BCDC”), received comments, and met again with BCDC Design Sub-Committee on November 18, 2025. The Planning Department held its second public meeting on November 12, 2025, to present changes to the overall design and massing of the Project. This meeting was also advertised in local newspapers and

on the PDA website and distributed to the Planning Departments Jamaica Plain email list.

The project successfully completed Boston Civic Design Commission review on December 2, 2025.

### **PLANNING AND ZONING CONTEXT**

The center-west portion of the Project Site is currently occupied by the Rogerson House, a three-story structure with a gross floor area of approximately 15,444 square feet, which is connected to a 34,144-square-foot addition completed in 1997. Together, these buildings host a 66-bed licensed assisted living memory care community and a social day program for seniors experiencing memory loss, while the center-south portion of the site contains a vacant two-story residential building totaling roughly 3,254 square feet.

Preservation of the existing front setback from the Jamaicaway establishes a primary organizing principle for open space, building footprints, and site circulation. By locating all alterations to the rear of the existing front yard, the design does not trigger the Greenbelt Protection Overlay District conditional use permit requirement, nor does it trigger Ordinances 7.4-10 and 7.4-11 for projects within 100 feet of a parkway, nor does it violate Ordinance 7.4-12 which requires a 25 foot setback from the Jamaicaway.

To overcome additional spatial constraints created by the existing memory care building's large footprint, the new design places the updated memory care program at the building's base to allow for a secure courtyard and vital natural light. Consequently, the independent living floors have been shifted toward the southern side of the structure to optimize the layout while maintaining high-quality common areas for all residents.

The Proposed Project's use mix, building design, and open space plan are consistent with citywide housing planning policy goals, while being responsive to its local built environment and open space contexts.

### **ZONING**

The Proposed Project will require dimensional variances for excessive floor area ratio, excessive height (both in terms of feet and number of stories) and (possibly) insufficient lot area per dwelling unit, as well as relief for uses in the form of a

conditional use permit for congregate living facility and (possibly) a variance for senior day care facility.

### **URBAN DESIGN**

Phase 2 of the Project will be subject to future Article 80B review, including Design Review. It is expected that Phase 2 will retain the existing “Legacy Building” constructed c. 1957 at 434 Jamaicaaway. This second phase will include the demolition of an existing addition (constructed in the 1990’s) to the “Legacy Building” and the construction of a new addition which will rise up to four (4) stories in height. The sequencing of Phase 2 review and subsequent approval will be related to the commitments of Phase 1 having been delivered, prior to any Phase 2 approvals.

**Sidewalk Dimensions:** In compliance with Boston’s Complete Streets Policy, the Proponent will set back the new building to create a wider sidewalk on Beaufort Road within the bounds of the Proponent’s property within the public way. Beaufort Road will have a minimum of eight (8’) foot sidewalk. All sidewalks will maintain at least eight (8’) feet clear accessible paths of travel absent vertical elements made of concrete monolithic sidewalk space. All sidewalk setbacks are subject to design review and will require approval for a Pedestrian Easement with the Public Improvement Commission (PIC).

- **Physical Improvements to sidewalk/roadway:** The proponent will make much-needed sidewalk and streetscape improvements to Beaufort Road. All sidewalk improvements are subject to design review and may require approval for a Specific Repairs Action with the Public Improvement Commission (PIC). The proponent should expect to enter into a maintenance agreement with the PIC.
- **Driveway Location:** The Proponent will minimize the negative impacts of parking by locating the parking garage access off of Beaufort Road, allowing for an active street wall on Beaufort Road. The curb cut will be no more than twelve (12’) feet in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. Access design and circulation are subject to Design Review. All driveway curb cuts must maintain flush sidewalks with monolithic concrete. All curb cuts will seek a curb cut permit from the PWD and/or PIC process.
- **Landscape Plan:** The Proponent will install at least six (6) trees in planters in front of the building in and around the Project Site as part of the site work associated with the Proposed Project. A detailed landscape plan must be

included with the construction drawings to be submitted to the Planning Department for the Proposed Project for review and approval prior to building permit submittal.

- **PIC Review:** PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon Certificate of Occupancy, except, depending on the timing of completion of the Proposed Project, for any mitigation improvements that may by their nature be unable to be completed until warmer weather. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC. Anticipated PIC actions include: repairs to the sidewalk along Beaufort Road, a pedestrian easement, rehabilitation of existing curb cut.

### **MITIGATION & COMMUNITY BENEFITS**

The Proposed Project will provide a number of benefits to the Jamaica Plain neighborhood and the City of Boston as a whole, including the following:

### **SUSTAINABILITY AND RESILIENCY**

- Project as proposed is LEED Gold certifiable, all-efficient electric and Passive House building with a modeled Building 2035 CEI 1.50 kg CO<sub>2</sub>e/sf-yr and a rooftop mounted solar PV array. The PV system size, approximately 30 kW, will be finalized prior to the Design Filing. The Proposed Project is a model for sustainability for multifamily housing projects in the City of Boston for the future.
  - As a proviso of this memo, the project team will provide an updated energy model and Climate Resiliency check list based upon current design within 3 months of Board approval.
- On-going review of stormwater retention and/or management over the impervious area and confirmed on updated USP, that the proposed infrastructure does not conflict with other utilities.
- On-going review of trees, permeable pavers, if used, and other green infrastructure features on the right-of-way, where applicable based on the

scope of work (to be reviewed as part of on-going review processes with Urban Design and PIC).

- Verification of compliance with the City of Boston EV Readiness Policy for New Developments, including EV chargers and needed infrastructure. Project shall provide 25% of total parking EV charging space on site. The proponent will outfit the remaining 75% of parking spaces to be EV ready as defined by the BTDC EV Readiness Policy for New Large Developments.
- A Utility Site plan showing the infrastructure in the bullets above, as well as all other relevant utility infrastructure, as needed in on-going future reviews with Urban Design and PIC.
- A plan to address relevant conflicts reported through COBUCS if/as relevant. Project team and the contractor will continue to work with BTDC and Smart Utilities, as needed.

The proposed scope of any in-kind work agreed to by the Proponent shall be developed in consultation with the Boston Planning Department and appropriate city agencies, departments, and commissions and the allocation of any financial contributions shall first be provided to the BPDA for disbursement to the specified entity or organization. The details of any in-kind work and the allocation of any financial contributions shall be incorporated into the Cooperation Agreement between the Proponent and the Boston Planning Department. To the greatest extent possible, and at the appropriate time, the Proponent will provide the Planning Department with evidence indicating that the above-referenced mitigation and community benefits have been satisfied.

Boston Planning Department approved construction signage must be installed at the project construction site before and during the construction of the Proposed Project. The signage must be in the form of panels at highly visible locations at the construction site or around the construction site perimeter and must be adjacent to each other. The Planning Department will work with the Proponent to provide high-resolution graphics that must be printed at a large scale (minimum of 8 feet by 12 feet).

### **AFFIRMATIVELY FURTHERING FAIR HOUSING**

This project completed the AFFH Zoning review process and received BIFDC approval. The project's initial AFFH Zoning Self-Assessment, dated on 12/20/2024, is available as part of the Project Notification Form. The BIFDC's comment letter, detailing the requests and recommendations made, is available on the project's

Planning Department website Public Comment. The final agreed upon AFFH Zoning interventions are below:

**Article 80**

- Provide an additional percentage of IDP units than required;
- Deepen the affordability of IDP units;
- Increase building density to directly increase the number of affordable units for and accessible to people in protected classes; and
- Other: Develop in-perpetuity affordable units.

**Marketing**

- Provide a preference for all rental voucher-holders and develop marketing and tenant selection policies and procedures that are least likely to exclude voucher-holders
- Waive last month's rent in advance payment for all tenants
- Follow best practices related to the use of CORI, eviction, and credit records in the tenant screening and selection process
- Provide a preference for seniors on all units while remaining in accordance with the Fair Housing Marketing and Tenant Selection Plans.

**Intervention Enhancement**

- Responding to the project's location in an area of High Displacement Risk: Select an additional Article 80 Option, see above
- Responding to the project's location in an area of High Historical Exclusion: Provide all IDP units on-site

**HOUSING PROGRAM AND INCLUSIONARY DEVELOPMENT**

Projects financed as one entity, and where at least forty (40) percent of the units are income-restricted, are exempt from the Inclusionary Development Policy, dated December 10, 2015. The Proposed Project will be financed as one entity and contains approximately forty-one (41) income-restricted rental units, or 100% of the total units. As such, the Proposed Project is exempt from the Inclusionary Development Policy.

As currently proposed, the residential rental units within the Proposed Project shall include approximately eleven (11) units made available to households with incomes not more than 30% of Area Median Income (“AMI”), approximately nine (9) units made available to households with incomes not more than 50% of AMI, and approximately twenty-one (21) units made available to households with incomes not more than 60% of AMI, as published by the United States Department of Housing and Urban Development (“HUD”).

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. EO2508.

### **RECOMMENDATIONS**

Approvals have been requested of the BPDA pursuant to Article 80, Section 80B of the Code for the issuance of a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.4(d) of the Code, and for the issuance of a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process.

BPDA staff believes that the PNF meets the criteria for issuance of a Scoping Determination waiving further review. It is therefore recommended that the BPDA approve the Proposed Project and authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.4(d) of the Code; (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; (3) execute and deliver a Cooperation Agreement (referencing, among other things, the Boston Residents Construction Employment Plan ordinance), and any and all other agreements and documents upon terms and conditions deemed to be in the best interest of the BPDA; and (5) recommend approval to the City of Boston Zoning Board of Appeal for the zoning relief necessary under ERT #1672492, ALT #1808970, ALT #1808974 to construct the Proposed Project.

Appropriate votes follow:

**VOTED:** That the Director be, and hereby is, authorized to issue a Scoping Determination waiving further review under Section 80B-5.4(d) of the City of Boston Zoning Code (the “Code”), which (i) finds that the Project Notification Form (“PNF”) together with any additional material and

comments received by the BPDA adequately describes the potential impacts arising from the proposed Rogerson-Beaufort Project, located at 434 Jamaicaway (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and (ii) waives further review of the Proposed Project under subsection 4 of Section 80B-5 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning and Development Agency ("BPDA"); and

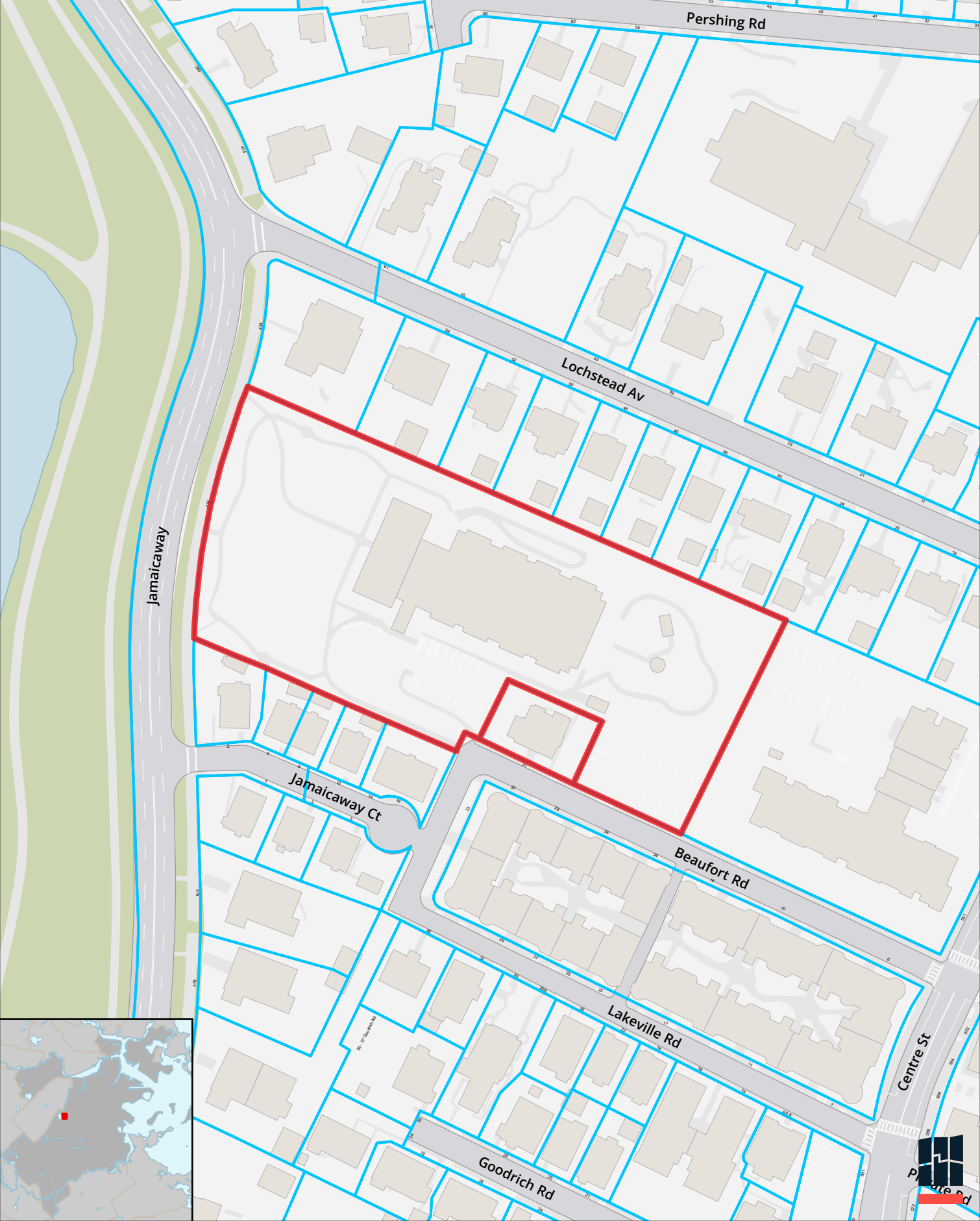
**FURTHER  
VOTED:**

That the Director be, and hereby is, authorized to issue a Certification of Compliance for the Proposed Project upon the successful completion of all Article 80 processes; and

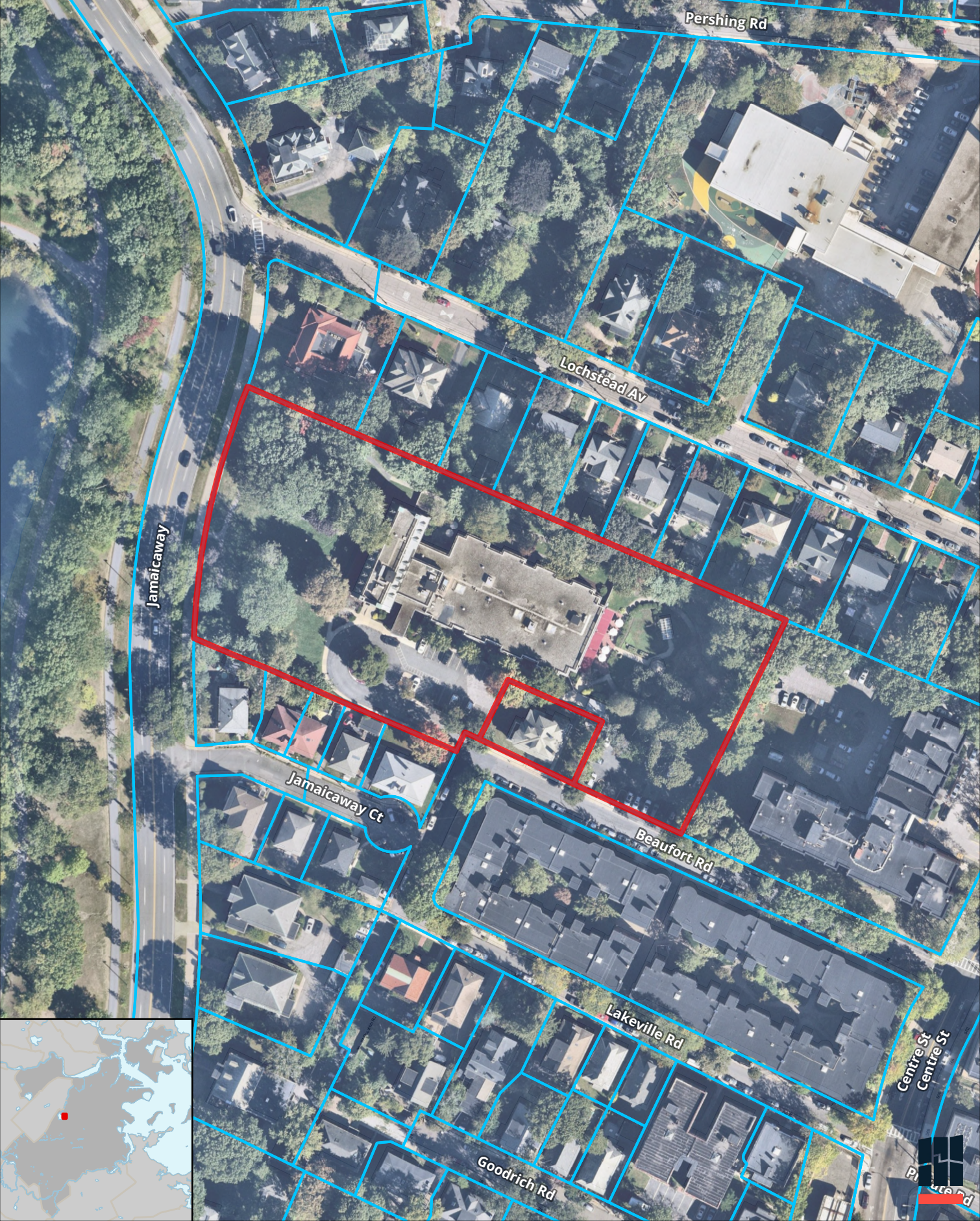
**FURTHER  
VOTED:**

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

# Rogerson-Beaufort - 434 Jamaicaway



# Rogerson-Beaufort - 434 Jamaicaway



**MEMORANDUM**

**January 15, 2026**

**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  
ERIC BOATRIGHT, SENIOR ARCHITECT II  
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II  
SAM ROY, SENIOR TRANSPORTATION PLANNER II  
DANE BRIMMEIER, SUSTAINABLE ENVIRONMENTAL REVIEWER  
MICHELLE YEE, PLANNER I  
TYLER ROSS, SENIOR PROJECT MANAGER

**SUBJECT:** 841 Morton Street, Mattapan

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Large Project Review of the Boston Zoning Code (the “Code”) for the 841 Morton Street project (the “Proposed Project”, defined below) in the Mattapan neighborhood of Boston; (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process; (3) enter into Cooperation Agreement in connection with the Proposed Project and take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

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**PROJECT SITE**

The Proposed Project site is located at 841 Morton Street in the Mattapan neighborhood and consists of a single land parcel, with approximately 21,985 square-foot (having an assessor’s parcel number of 14039100) bounded to the north by Morton Street, a Commonwealth of Massachusetts numbered and

controlled public way, to the west by Norfolk Street, a City of Boston public way to the south by Flint Street, a City of Boston public way, and to the east by an adjoining office for Enterprise Rent-A-Car (the “Project Site” or “Site”). The Project Site is well-served by public transportation and the Proposed Project is within 300-feet, a short walk, from the Morton Street Commuter rail station and a short-walk from Nos. 28, 29, and 31 buses that serve Mattapan and provides access to Boston’s downtown and other parts of Boston.

The Project Site generally slopes from a high point along Morton Street to a low point near Flint Street, a grade change of approximately 10-feet. The Site is currently occupied by a gas station which includes a one-story brick building, associated gas pumps under a canopy, paved parking areas, dumpster area, and landscaped areas with access from both Morton and Flint Streets.

**DEVELOPMENT TEAM**

The development team consists of:

- |                                   |  |
|-----------------------------------|--|
| Property Owner:                   | Moawed Properties LLC (the “Proponent”)<br>c/o Akmal Moawed<br>80 Green Street<br>Canton, MA 02021<br><br>Akmal Moawed<br>Ayman Moawed |
| Legal Counsel:                    | Kevin Kerr P.C.<br>546 East Broadway<br>So. Boston, MA 02127<br>Kevin P. Kerr  |
| Article 80 Permitting Consultant: | Mitchell L. Fischman (“MLF”) Consulting LLC<br>79 Florence Street, Apt. 406S<br>Chestnut Hill, MA 02467<br>Mitchell L. Fischman        |
| Outreach/BOA                      | Law Office of Derric Small<br>51 Dobson Road<br>Braintree, MA. 02184   |

## BOARD APPROVED

16

Derric Small

- Architect: Stefanov Architects, Inc.  
423 West Broadway, Suite 404  
So. Boston, MA 02127  
Douglas Stefanov
- Transportation Planner/  
Engineer: Howard Stein Hudson  
11 Beacon Street, Suite 1010  
Boston, MA 02108  
Ian McKinnon  
Christa Lucas
- Civil Engineer:  
Engineer: Howard Stein Hudson  
11 Beacon Street, Suite 1010  
Boston, MA 02108  
James Downing
- Landscape Architect: Verdant Landscape Architecture  
318 Harvard St #25,  
Brookline MA, 02446  
Katya Podsiadlo  
Natalie Adams
- Noise and Air Quality: Tech Environmental, Inc.  
1 Meeting House Road  
Unit #1  
Chelmsford, MA 01824  
Marc C. Wallace
- Sustainability/Article 37: Soden Sustainability Consulting  
19 Richardson Street  
Winchester, MA 01890  
Colleen Soden  
Arran French
- Passive House  
Feasibility Analysis: Robinson Energy Services  
2434 1<sup>st</sup> Ave W  
Seattle, WA 98119

Ian Robinson

Geotechnical &

Environmental Engineer: Haley & Aldrich Inc.  
465 Medford Street  
Suite 2200  
Charlestown, MA 02129  
Marya Gorczyca, P.E.

**DESCRIPTION AND PROGRAM**

The Proponent is proposing the construction of a new 5-story mixed-use, multi-family residence with approximately 66,527 gross square feet (gsf) of floor area including 52-residential units, approximately 3,715 gsf of ground floor retail space and amenity spaces for residents, a 35-space parking garage, 56-bicycle spaces within a bike room in the building with access off of Flint Street, and additional 16 exterior bicycle spaces for visitors in conformance with City guidelines and including 3 one-bedroom, 37 two-bedroom, and 12 three-bedroom units, an adjacent public pathway connecting Morton to Flint Streets and Flint Street bike share Station improvements (the “Proposed Project”).

The Proponent plans to commence construction of the Proposed Project in 2026. There are an estimated one-hundred and twenty-five (125) construction jobs contributing to the Proposed Project. The total development cost is approximately Twenty-Five Million Dollars (\$25,000,000.000).

**ARTICLE 80 REVIEW PROCESS**

On June 11, 2024, the Proponent filed a Letter of Intent (“LOI”) in accordance with the BPDA’s policy regarding the Provision of Mitigation by Development Projects in Boston. On June 11, 2024, letters soliciting nominations for the Impact Advisory Group (“IAG”) were delivered to local and state elected officials. On September 7, 2024, the IAG was finalized with seven (7) members.

The Proponent filed a Project Notification Form (“PNF”) for the Proposed Project on January 8, 2025, which initiated a thirty-(30) day public comment period which was extended to close on February 14th, 2025. Notice of the receipt of the PNF by the BPDA was published in the Boston Herald on January 8, 2025. The notice and PNF were sent to the City’s public agencies/departments and elected officials.

Pursuant to Section 80B-5.4 of the Code, a Scoping Session was held on January 22, 2025 with the City’s public agencies and elected officials to review and discuss the Proposed Project.

The BPDA held a virtual IAG meeting via Zoom for the Proposed Project on January 29, 2025. The public meeting was held virtually on February 5, 2025. The Public Meeting was advertised in local newspapers and on the BPDA website and distributed to the BPDA's Mattapan email list. Subsequently, the BPDA also held a final BPDA IAG / Public Meeting on December 17, 2025, which was also advertised in local newspapers and on the BPDA website and distributed to the BPDA's Mattapan email list.

### **PLANNING AND ZONING CONTEXT**

The Proposed Project at 841 Morton Street is located within a S2 Main Street Mixed Use District, governed by Article 26 of the Zoning Code. Morton Street is one of Mattapan's main travel corridors that contains a vibrant mix of residential and commercial buildings. The proposed mixed-use building, with active ground floor uses, aligns well with the built environment of this area.

The Proposed Project is located within the study area of PLAN: Mattapan, which was adopted by the BPDA Board in May 2023 and codified into zoning in May 2024. PLAN: Mattapan was a planning initiative that used community feedback to craft an equitable, community-driven future for Mattapan. The overarching goals included creating a neighborhood where the existing residents are stable in their homes and new residents have affordable housing options, have safe and reliable transit connections to jobs, schools, and community spaces in Mattapan and throughout Boston, and creating neighborhood nodes that are home to vibrant, thriving local businesses and culture spaces that reflect the needs of residents and uphold the neighborhood's identity.

PLAN: Mattapan also proposed expanding Boston's Green Links to better create walking and biking routes for residents to connect to open spaces and neighborhood destinations. As noted in more detail below, the Proposed Project supports this goal through the creation of the pedestrian path along the east side of the Site. Fronted by active ground floor uses, this path will contribute to a safe, welcoming public realm, as envisioned in the PLAN, while strengthening connections to nearby open spaces and transportation assets.

The Proposed Project will need a variance for maximum building width. Zoning relief for maximum building width is consistent with the criteria of Section 7-3 of

the zoning code, due to the highly irregular dimensions of the lot on which the Proposed Project is located. No other zoning relief is appropriate.

The building's design reduces the appearance of a long, uninterrupted block in a manner consistent with the planning goals informing S2 zoning. Likewise, the proposed pedestrian path further supports site permeability goals informing S2 zoning. Additionally, the public realm and sidewalk improvements, which were designed to ensure consistency with Complete Street Guidelines, will enhance the pedestrian experience which is consistent with the local planning context.

### **ZONING**

The Project Site is located in the S2 Zoning District. The proposed mix of residential and commercial uses are allowed in this S2 Squares and Streets District. The final amount of off-street parking and loading will be reviewed and determined by the BPDA pursuant to the provisions of the Article 80 Large Project review process. The Proposed Project will include approximately 66,527 gross square foot floor area. As referenced, the Proposed Project is located within the S2 Zoning District. The S2 District allows for a maximum lot coverage of 70%, maximum floorplate of 15,000 sf, building width of 150 ft, height of five (5) stories and 65 feet, minimum of 15% permeable area of lot, front yard setback of two (2) feet, rear yard setback of 15 feet, side yard setback of 5 feet, and a minimum outdoor amenity space of 20%.

As the Proposed Project exceeds 50,000 square-feet of new construction at this location in the Mattapan neighborhood, it is subject to the BPDA's Large Project Review regulations, pursuant to Article 80 of the Code. In modifying the Proposed Project to a final on-site parking allotment as detailed above, the off-street parking and loading program will be carefully reviewed and determined by the Planning Department and BTD, pursuant to the provisions of the Article 80B of the Code.

The Proposed Project expects to be cited for the following required dimensional variance from the Code by the City of Boston Inspectional Services Department ("ISD"):

Building Width (maximum). Design elements of the Proposed Project will also be subject to Large Project Review.

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

The Proposed Project will provide enabling infrastructure, mitigation and a number of benefits to the Mattapan neighborhood and the City of Boston as a whole, including the following:

- The Proponent will make improvements along all three frontages (Morton Street, Norfolk Street, and Flint Street) for the benefit of the general public. Extensive public realm improvements along all these streetscapes include new street tree plantings within furnishing zones, improved pedestrian sidewalks and a new ADA accessible pedestrian connection between Morton and Flint Street, and frontage zones with benches, bike racks and plantings to enliven the public realm experience. Where currently the Site frontages include a total of 170' linear feet of driveway curb cuts, new curbing and sidewalks will be added that provide safer pedestrian circulation through the city block and limit curb cuts to a mere 12' width for vehicular entry into the parking garage. Where the existing curb-cut is closed along Flint Street, the Project will be able to add new on-street parking.
  - In compliance with Boston Complete Streets Design Guidelines, the Proponent will make much-needed sidewalk and streetscape improvements to Morton Street, Norfolk Street, and Flint Street within the public right-of-way. Morton Street will maintain a minimum sidewalk width of nine (9) feet as measured from the back of curb. Flint and Norfolk streets will maintain a minimum sidewalk width of eight (8) feet as measured from the back of curb. All sidewalks will maintain a minimum of five (5) feet clear accessible paths of travel absent vertical elements made of approved city standard materials. The Norfolk Street and Flint Street sidewalks will include a three (3) foot wide porous paving furnishing zone as measured from the back of curb. The Morton Street sidewalk will include a three (3) foot wide lawn open trench condition as measured from the back of curb. All sidewalk improvements are subject to Design Review.
  - The Proponent has committed to installing at least eighteen (18) street trees around the Project Site as part of the site plan improvements and enabling infrastructure associated with the Proposed Project. All planting shall be completed before the Certificate of Occupancy issuance for the Proposed Project.
  - The Project's landscape plan implements design goals of PLAN: Mattapan and accommodates the design of spacious outdoor amenity areas at all three building entries. The primary residential lobby entry is located along Morton Street, including short term bike parking, a signature bench, and pervious paving demarcating the entry. Large plant beds flank both sides of the amenity area. A secondary residential entry along Flint Street creates an additional outdoor amenity area for residents at the streetscape level. The

ample plantings flanking the amenity area as well as the new street trees create a sense of enclosure and paired with various seating elements, a desirable place for residents to gather and socialize. The entry to the commercial space resides at the intersection of Morton and Flint Street. Designated with planters, signature seating, and pervious paving, the outdoor amenity area for the public actively draws in pedestrians from all directions of this key intersection.

- The Green Links network as contemplated in PLAN: Mattapan connects open spaces and their off-street paths with connections made through the street network. Astoria Street connecting to the Walker Playground is a key Green Links connection, which will rely on future connections including the through block connection on the eastern side of the Site. The Proponent will complete and install a publicly accessible through-block connection between Morton Street and Flint Street on the eastern side of the Site to further develop the Mattapan Green Links network in accordance with PLAN: Mattapan. The Green Link will be open at all times for public use. The Proponent shall provide a pedestrian easement through the Public Improvement Commission to establish and maintain public access to the Green Link in perpetuity. As currently contemplated, the connection includes lighting, public art, planting, and a gathering area with seating to serve both the Green Link and the adjacent Commercial/Community space inside the building. The Green Link path and gathering space will be fully compliant with 521 CMR, providing a minimum 4'-0" clear path of travel between handrails along all ramps and a minimum 5'-0" clear path of travel at non-ramped areas of circulation and gathering. The development team will work with the Mayor's Office of Arts and Culture and the Boston Art Commission to develop and execute the arts programming for this portion of the project. These improvements shall be completed prior to the issuance of the Certificate of Occupancy.
- The proponent will make a one-time monetary contribution of \$49,000.00 to the Boston Transportation Department ("BTD") to be contributed upon issuance of Certificate of Occupancy to support the bikeshare system.
- The proponent will install a curb extension to house the existing bikeshare station on the north side of Flint Street at the entrance to Morton Street MBTA Station. The bike share station is currently within the roadbed which restricts year-round use. These improvements will allow for the station to be used year-round. The scope of the curb extension work will include survey, design, materials, and new infrastructure construction. The physical

improvements described above are due upon issuance of Certificate of Occupancy.

- The Project will comply with the Boston Transportation Department Transportation Demand Management Points System. The selected strategies will be specified and codified in the Transportation Access Plan Agreement (“TAPA”).
- The project will comply with the Boston Transportation Department’s 2021 Bike Parking Guidelines.
- The Project minimizes the negative impacts of parking by locating the parking access off of Flint Street, allowing for an active street wall on Morton and Norfolk Street. The curb cut will be no more than twelve (12) feet in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. Access design and circulation are subject to Design Review. All driveway curb cuts must maintain flush sidewalks with monolithic concrete. All curb cuts will seek a curb cut permit from the PWD and/or PIC process.
- The Proponent will design and install a curb extension on the north side of Flint Street at the connection of Norfolk Street to support pedestrian safety, and expanded sidewalk space for seating and green infrastructure.
- At issuance of full building permit, the proponent will make individual community public benefit contributions to each of the following five (5) entities: Mattapan Patriots/ Cheerleading Program - \$5,000.00; Mattapan 5K Road Race - \$5,000.00; Mattapan Food Forest / Food Pantry - \$5,000.00; Autism Program at Joseph Lee School - \$2,500.00; and Caribbean Carnival Association - \$2,500.00.

PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the BPDA. The Planning Department strongly recommends that the Proponent return to the Planning Department following BPDA Board approval to review design updates with the Article 80 Development Review team prior to initiating the PIC process. Sidewalk improvements along Norfolk Street and Flint Street are subject to PIC approval. Sidewalk improvements along Morton Street are subject to MassDOT approval. Anticipated PIC actions include Specific

Repairs and Pedestrian Easement. Anticipated PIC scope includes: closing one driveway curb cut along Norfolk Street and another one along Flint Street; creating a new driveway curb cut along Flint Street; planting ten (10) street trees; installing porous paving furnishing zones; and installing concrete sidewalks over structural soil. Anticipated MassDOT scope includes: repair of two (2) non-compliant curb ramps at the intersection of Morton Street / Norfolk Street, as well as the two (2) associated reciprocal ramps; installation of new pedestrian crosswalk signals and buttons to meet current ADA standards; closing three (3) driveway curb cuts along Morton Street; installation of eight (8) street trees in a lawn open trench condition; installing concrete sidewalk replacement over structural soils; installing sidewalk bump-out along Flint Street to accommodate a bikeshare station. The Proponent should expect to enter into a License, Maintenance, and Indemnification (LMI) agreement with the PIC for installation of the following elements within the right-of-way: porous pavement furnishing zones; structural soil.

The Project shall comply with the Streets Green Infrastructure Policy as applicable, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.

### **SUSTAINABILITY AND RESILIENCY**

- In support of Boston's carbon neutral goals, the Proposed Project will be designed and constructed to be LEED v4 Gold / 60 points certifiable, with a modeled Building 2035 pCEI 0.73 kg CO<sub>2</sub>e/sf-yr, and will purchase 100% renewable electricity through the Boston Community Choice Electricity Program's "Green 100" option to annually achieve net zero carbon operations.
- The proposed building will include a well-insulated air-tight enclosure and efficient all-electric heat pump space conditioning and DHW heating systems and will be Passive House certified. The project will continue to assess the feasibility of including a ~45 kW rooftop Solar PV system prior to Design Filing, and at a minimum will be Solar Ready on day one of occupation.

- On-going review of stormwater retention and/or management over the impervious area and confirmed on updated USP, that the proposed infrastructure does not conflict with other utilities.
- On-going review of trees, permeable pavers, if used, and other green infrastructure features on the right-of-way, where applicable based on the scope of work; (to be reviewed as part of on-going review processes with Urban Design and PIC).
- Verification of compliance with the City of Boston EV Readiness Policy for New Developments, including EV chargers and needed infrastructure. Project shall provide 25% of total parking EV charging space onsite. The Proponent will outfit the remaining 75% of parking spaces to be EV ready as defined by the BTM EV Readiness Policy for New Large Developments.
- A Utility Site plan showing the infrastructure in the bullets above, as well as all other relevant utility infrastructure, as needed in on-going future reviews with Urban Design and PIC, including electric connection for streetlights.
- A plan to address relevant conflicts reported through COBUCS if/as relevant. Proponent will continue to work with BTM and Smart Utilities, as needed.

The proposed scope of any in-kind work agreed to by the Proponent shall be developed in consultation with the BPDA and appropriate city agencies, departments, and commissions and the allocation of any financial contributions shall first be provided to the BPDA for disbursement to the specified entity or organization. The details of any in-kind work and the allocation of any financial contributions shall be incorporated into the Cooperation Agreement between the Proponent and the BPDA. To the greatest extent possible, the Proponent will provide the BPDA with evidence indicating that the above-referenced mitigation and community benefits have been satisfied.

BPDA approved construction signage must be installed at the project construction site before and during the construction of the Proposed Project. The signage must be in the form of panels at highly visible locations at the construction site or around the construction site perimeter and must be adjacent to each other. The BPDA will work with the Proponent to provide high-resolution graphics that must be printed at a large scale (minimum of 8 feet by 12 feet).

**AFFIRMATIVELY FURTHERING FAIR HOUSING**

This project completed the AFFH Zoning review process and received BIFDC approval. The project's initial AFFH Zoning Self-Assessment, dated on 1/8/2025, is available as part of the Project Notification Form. The BIFDC's comment letter, detailing the requests and recommendations made, is available on the project's Planning Department website Public Comments, dated 2/26/2025. The final agreed upon AFFH Zoning interventions are below:

**Article 80**

- Provide all IDP units on-site; and
- Provide a higher proportion 2+ bedroom IDP units.

**Marketing**

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

**INCLUSIONARY ZONING**

The Proposed Project is subject to Zoning Code Article 79 – Inclusionary Zoning, dated October 1, 2024 (“IZ”) and is located within Zone A, as defined by IZ. IZ requires that a minimum of 20% of the total number of units or residential leasable square footage within Article 80B Large Project Developments is designated as income-restricted units. Of the 20% of the total units or residential leasable square footage, 17% must be made available to the general public at an average of 60% of the Area Median Income (“AMI”) as based upon data from the United States Department of Housing and Urban Development (“HUD”) and published by MOH as annual income and rent limits, and 3% of the total units or residential leasable square footage must be reserved for households who qualify with mobile housing vouchers (the “Voucher Units”). In this case, nine (9) units, or approximately 17.95% of residential leasable square footage within the project, will be made available to households with incomes not more than 60% of AMI, and the two (2) units, or approximately 3.31% of residential leasable square footage within the project, will be made available to households with mobile housing vouchers and rented at no higher than the Small Area Fair Market Rent (“SAFMR”) for zip code 02126.

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

<b>Unit Number</b>	<b>Number of Bedrooms</b>	<b>Unit Size (Sq Ft)</b>	<b>Percent of AMI</b>	<b>Rent</b>	<b>Group-2</b>
201	Three-Bedroom	1,032	60%	\$1,880	
203	Two-Bedroom	798	Voucher	\$2,550	
205	Two-Bedroom	994	60%	\$1,680	Group-2A
212	Two-Bedroom	750	60%	\$1,680	
302	Two-Bedroom	1,040	60%	\$1,680	Group-2A
306	Three-Bedroom	985	60%	\$1,880	
309	Two-Bedroom	946	60%	\$1,680	
312	Two-Bedroom	751	Voucher	\$2,550	
403	Two-Bedroom	798	60%	\$1,680	
413	Three-Bedroom	994	60%	\$1,880	
507	Two-Bedroom	873	60%	\$1,680	

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

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

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

- (3) Households who are directly displaced or severely rent-burdened (to be marked 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 MOH in determining eligibility for such a preference.

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

### **RECOMMENDATIONS**

Approvals have been requested of the BPDA pursuant to Article 80, Section 80B of the Code for the issuance of a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.4(d) of the Code, and for the issuance of a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process.

BPDA staff believes that the PNF meets the criteria for issuance of a Scoping Determination waiving further review. It is therefore recommended that the BPDA approve the Proposed Project and authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.4(d) of the Code; (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; and (3) execute and deliver a Cooperation Agreement (referencing, among other things, the Boston Residents Construction Employment Plan ordinance), and any and all other agreements and documents upon terms and conditions deemed to be in the best interest of the BPDA.

Appropriate votes follow:

**VOTED:** That the Director be, and hereby is, authorized to issue a Scoping Determination waiving further review under Section 80B-5.4(d) of the City of Boston Zoning Code (the "Code"), which (i) finds that the Project Notification Form ("PNF") together with any additional material and comments received by the BPDA adequately describes the potential impacts arising from the proposed 841 Morton Street project (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and (ii) waives further review of the Proposed Project under subsection 4 of Section 80B-5 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning and Development Agency ("BPDA"); and

**FURTHER VOTED:** That the Director be, and hereby is, authorized to issue a Certification of Compliance for the Proposed Project upon the successful completion of all Article 80 processes; and

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

**EXHIBIT A**



<b><u>Estimated Project Metrics</u></b>	<b>Proposed Plan</b>
<b>Gross Square Footage</b>	85,491
<b>Gross Floor Area</b>	70,466
<i>Residential</i>	66,527
<i>Office</i>	0
<i>Retail</i>	3,523
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	414
<i>Cultural</i>	0
<i>Parking</i>	14,570
<b>Development Cost Estimate</b>	\$25,000,000
<b>Residential Units</b>	52
<i>Rental Units</i>	52
<i>Ownership Units</i>	
<i>IDP/Affordable Units</i>	11
<b>Maximum Parking spaces</b>	35
<i>Long-term Bicycle Parking</i>	56
<i>Short-term Bicycle Parking</i>	16
<i>Location of Bike Room</i>	Ground floor with access off Flint Street
<i>Bluebike Docks</i>	1
<i>Bluebike Stations</i>	1
<i>Minimum Monetary Bluebike Contribution</i>	\$49,000
<i>Loading Bays</i>	0

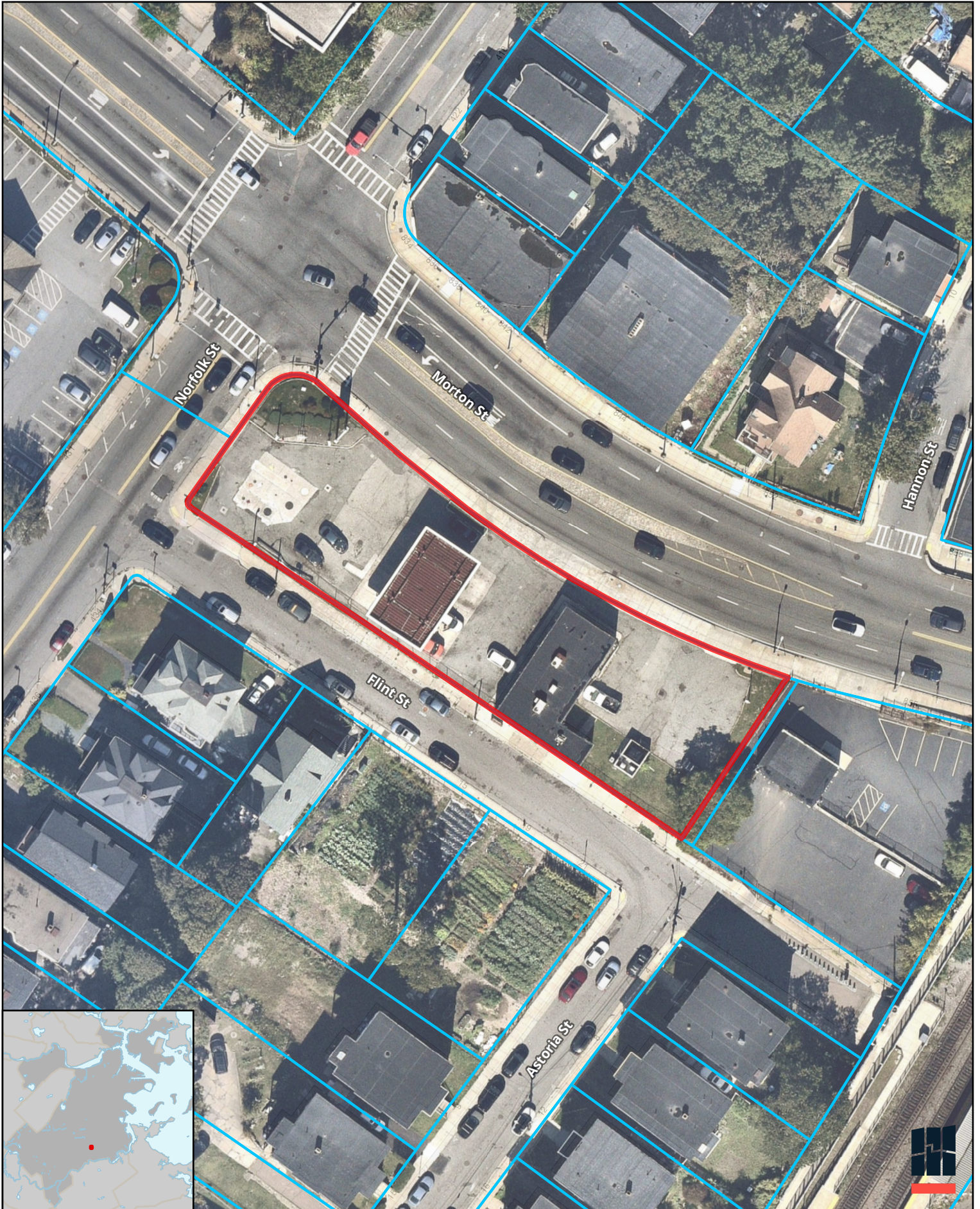
# 841 Morton Street



1:700



# 841 Morton Street



**Boston Water and Sewer Commission**

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



January 27, 2025

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

Re: 841 Morton Street, Mattapan  
Project Notification Form

Dear Mr. Ross:

The Boston Water and Sewer Commission (Commission, BWSC) has reviewed the Project Notification Form (PNF) for the proposed 841 Morton Street project located at 841 Morton Street in the Mattapan neighborhood of Boston.

The proposed project is located on an approximately 21,985 square foot (sf) site currently occupied by a working 1-story gas station including a brick building, a paved parking area, and a canopied gas pump area. The project proponent, Moawed Properties LLC, proposes to redevelop the site with the construction of a new 5-story mixed-use, multi-family residence occupying approximately 67,567 sf of gross floor area including 52-residential units, amenity spaces, a 42 parking space garage, 52 indoor bicycle spaces, and 2,396 gsf of ground floor retail space.

The Commission owns and maintains an 8-inch Southern High ductile iron cement lined (DICL) water main installed in 2000 in Flint Street, a 12-inch Southern High DICL water main installed in 1988 in Norfolk Street, and a 12-inch Southern High PCI water main installed in 1889 in Morton Street. The Massachusetts Water Resources Authority (MWRA) owns and maintains one 36-inch Southern High PCI water main installed in 1900 and one 36-inch Southern High welded steel water main installed in 1941.

For sewage service, the Commission owns and maintains a 12-inch sanitary sewer installed in 1904 in Flint street, a 12-inch sanitary sewer installed in 1898 in Norfolk street, and an 8-inch sanitary sewer installed in 1916 in Morton street.

For storm drain service, the Commission owns and maintains a 10-inch storm drain installed in 1916 in Morton Street, a 15-inch storm drain installed in 1931 in Norfolk Street, and both 12 and 15-inch storm drains installed in 1931 in Flint Street.



According to the PNF, the project's proposed water demand is estimated to be approximately 13,530 gallons per day (gpd). Sewage generation is estimated to be 12,300 gpd, an increase of 11,500 over existing conditions.

The Commission has the following comments regarding the PNF:

### General

1. Prior to the initial phase of the site plan development, Moawed Properties LLC 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. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Moawed Properties LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as 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.
4. 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.

The proponent estimates that daily sewage will be less than DEP's 15,000 gpd threshold. However, the proponent should be aware that if during the site plan permitting process it becomes apparent that wastewater flows will be 15,000 gpd or more, the Commission will invoke the requirement that the project participate in the 4 to 1 program.

The proponent should also note that the 4 to 1 requirement must be addressed 90 days before the activation of the water service.

5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes green spaces, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. Moawed Properties LLC 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, Moawed Properties LLC will be required to apply for a RGP to cover these discharges.
7. It is Moawed Properties LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Moawed Properties LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

### Water

1. Moawed Properties LLC 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. Moawed Properties LLC should also provide the methodology used to estimate water demand for the proposed project.

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

#### Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Moawed Properties LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Moawed Properties LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be



handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the Moawed Properties LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the 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 or treatment structures to be utilized during construction.
  - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. The Commission encourages Moawed Properties LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
  3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Moawed Properties LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Moawed Properties LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
  4. Moawed Properties LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects 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

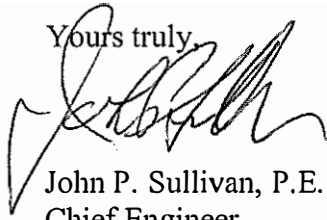


quantity and recharge. In addition to Commission standards, Moawed Properties LLC will be required to meet MassDEP Stormwater Management Standards.

6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that Moawed Properties LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Moawed Properties LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Moawed Properties LLC 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/ihh

cc: Akmal Moawed, Moawed Properties LLC  
K. Ronan, MWRA  
S. McFee, BWSC



**Boston City Council**  
**Brian Worrell**  
**Councilor - District 4**

June 16, 2025

BPDA Board  
1 City Hall Sq.  
Boston, MA 02101

To BPDA Board Members,

As the District 4 City Councilor, I encourage developments that are family-friendly, homeownership-centric, and environmentally sustainable. I have supported dozens of projects that fit some of the above criteria. However, I'm writing to express deep concern for a proposed project that is moving through the Article 80 process in my district: 841 Morton St.

I believe the project at 841 Morton St, currently proposed for 52 apartments, offers an opportunity to bring much-needed home ownership units into the district. The opportunity to create 52 units of homeownership in Mattapan would be a game-changer for the neighborhood. That's 52 stable households - not subject to the whims of a landlord as to when (not if) they will be displaced from Boston. Further, the benefits of residents being able to put down roots at this transit-oriented site would ensure the community has stewards that will keep the best interest of the neighborhood in mind.

As a city, we have a social contract to do more than simply build "housing units." We need to be intentional about creating a city of all shapes and sizes that can fit all types of people. That includes keeping our residents stabilized through home ownership opportunities. I have had multiple conversations with the development team, which has hidden behind financial concerns without making any of their financial projections available to review. If the development team, and others across the city, are saying that only rental units make financial sense, then why are 90% of the permitted-but-unbuilt projects rentals? Apartments make up the vast majority of projects that are stalled for financial reasons. I urge the BPDA not to fall for the same-old line. We need to be intentional about the types of housing we're creating, and in this area, with a building across the street that offers both home ownership and rental, we need to hold the line on the demand that condo units be part of this project.

I'd like to reiterate the importance of homeownership at this project, and I'd be happy to chat further with the Planning Department about this project. If you have any questions or concerns please do not hesitate to contact my office at (617) 635-3131.

Sincerely,

Brian Worrell  
Boston City Council, District 4



**Boston City Council**  
**Brian Worrell**  
**Councilor - District 4**

January 15, 2026

BPDA Board  
Boston Planning and Development Agency (BPDA)  
City of Boston

**Re: Proposal for 841 Morton Street in Mattapan**

Dear Members of the BPDA Board,

As the district councilor elected to serve this community, this letter serves as a formal objection to the proposed 841 Morton St., which violates the objectives the city adopted in the 2023 Assessment of Fair Housing. These violations were brought to the attention of the developer and the Planning Department in my prior letters of opposition on this project.

That 2023 Assessment of Fair Housing provided a blueprint for the city to reverse a century's worth of systemic segregation in Boston's housing, which was pushed by both public and private entities at the federal and local levels. Many of the obstacles our city faces today, from the wealth gap to the quality of schools, can be traced directly back to these policies. Reversing the harm caused by them through the recommendations of the 2023 Assessment of Fair Housing will allow everyone in Boston to prosper, not simply the privileged few landlords. This project as proposed will offer no stability for the rent-burdened black and brown community, while allowing the developer and owner to continue to reap profits on the backs of their tenants.

The letters the BPDA received during the Article 80 process are reflective of a community that knows it's on the brink of being pushed out of Boston and is fighting to have homeownership opportunities created to allow for stability. Forty letters were filed opposing this project unless there was a homeownership component, while fewer than a handful of sentence-long comments were in support of this project.

841 Morton St. is a clear opportunity to advance homeownership and equity in a neighborhood that has long been impacted by disinvestment and displacement. Boston's own fair housing plan calls for using zoning to affirmatively further fair housing and expand access to ownership—especially for historically excluded communities.

According to the City of Boston's Assessment of Fair Housing (AFH)—our city's guiding blueprint to comply with the federal Fair Housing Act and the civil rights obligations under 24 CFR § 5.150 and 5.154—Boston is required to take meaningful actions that do more than simply prohibit discrimination. Goal 6 requires that the City work to overcome patterns of segregation, reduce disparities in access to opportunity, and promote inclusive communities by addressing systemic barriers—including the lack of access to homeownership for Black and Latino residents (2023 City of Boston Assessment of Fair Housing, p. 1-5).



**Boston City Council**  
**Brian Worrell**  
**Councilor - District 4**

Yet this project, as proposed, does the opposite. It extracts millions in long-term rental revenue without offering a single family a pathway to own what they are paying into. That's not a model of inclusive development—that's a missed opportunity.

Goal 7 of the AFH makes clear that Boston must use zoning and public processes to affirmatively further fair housing and promote housing choice, including homeownership opportunities for underrepresented groups (2023 City of Boston Assessment of Fair Housing, p. 1-5).

Rental-only projects like this might follow the bare minimum rules—but Boston has committed to doing more. If the BPDA is involved, the law requires the City to affirmatively further fair housing. That means creating real housing choices—including homeownership—for the families who have been historically shut out.

We can't say we're advancing equity while approving projects that leave residents with no stake in what's being built. I strongly urge the BPDA to use the full authority it has—outlined clearly in the City's own fair housing plan—to require homeownership opportunities at 841 Morton St. This project shouldn't just check the legal boxes; it should reflect Boston's values of equity, access, and shared prosperity.

Sincerely,

*Brian Worrell*

Brian Worrell  
Boston City Council, District 4