



Planning Department

CITY of BOSTON

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: September 30, 2026

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the October 6, 2026 Board of Appeals Hearing.

Also included are the Article 80 projects:

269 E Cottage ST Dorchester 02125
151 Lenox ST Roxbury 02118

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



Case	BOA1895717
ZBA Submitted Date	2026-08-28
ZBA Hearing Date	2026-10-06
Address	239 to 245 Causeway ST Boston 02114
Parcel ID	0301517000
Zoning District & Subdistrict	Bulfinch Triangle General Area
Zoning Article	46
Project Description	The project seeks the continued use of the premise for take-out and requests the removal of a proviso granted exclusively to the petitioner.
Relief Type	Conditional Use
Violations	Removal of proviso

Planning Context:

The project seeks the continued use of the premise for take-out and requests the removal of a proviso granted exclusively to the petitioner.

The proposed project is located at 239-245 Causeway Street in the Bulfinch Triangle in a General Area subdistrict and is regulated by Article 46. The building is a commercial office space with an on-site cafe, Bean & Leaf Cafe. The proposed project is situated directly across the street from North Station and TD Garden, Lovejoy Wharf, and numerous other take-out establishments such as Koko Coffee.

Zoning Analysis:

A proviso granting the proponent conditional take-out use was granted on July 10, 2012, on the basis that there was a demand for quality food products in the area, and that the take-out use was consistent with similar uses in the immediately surrounding area.



The proviso establishes that the take-out permit is granted exclusively to this petitioner, subject to the following five conditions: that the company logo must be branded on all paper products; that the petitioner must provide and maintain trash receptacles directly in front of the premises; that all garbage must be stored in a rodent-proof facility; and that all project plans remain subject to design review by the Boston Redevelopment Authority.

The petitioner seeks the removal of the exclusivity clause from the proviso, which restricts the conditional use permit solely to this operator. As described in Article 46, Section 9 of the zoning code, the continuity of a conditional use is dependent upon maintaining the character and extent of operations and structures.

Provided that the use remains consistent, zoning relief and removal of the portion of the proviso that grants relief to this petitioner only is appropriate.

Furthermore, Causeway Street continues to evolve into a high-density transit hub and pedestrian entertainment district, making a restaurant with take-out service a highly compatible and appropriate use for this area.

The removal of “petitioner only” provisos and extensions of nonconforming takeout uses is recommended as an opportunity for future zoning reform.

Recommendation:

In reference to BOA1895717, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1873434, BOA1873436
ZBA Submitted Date	2026-07-16
ZBA Hearing Date	2026-10-06
Address	125 Newbury ST Boston 02116
Parcel ID	0501334000
Zoning District & Subdistrict	Boston Proper B-3-65
Zoning Article	8, 9
Project Description	Change of occupancy to remove the proviso "for this petitioner only" to a new restaurant/cafe with outdoor seating and takeout.
Relief Type	Conditional Use
Violations	Extension of Non Conforming Use Use: Conditional (Restaurant 37) Use: Conditional (Take-Out Restaurant 36A)

Planning Context:

This project has two applications: U491856569 with BOA #1873436 and ALT1869919 with BOA #1873434. The proposed project is seeking to change occupancy in a currently vacant commercial space that was formerly a cafe with outdoor seating into a new cafe with outdoor seating. The project is located on Newbury Street, one block away from the Copley Green Line MBTA Station. Newbury Street is an active, mixed-use corridor with many businesses, including restaurants and cafes with outdoor seating. Given that this location previously had a cafe with outdoor seating, and the proponent is not proposing any additional work to be done, it is appropriate for this location.

Zoning Analysis:

Restaurants and cafes with take-out are conditional uses within this B-3-65 Subdistrict. This project represents a case for zoning reform because the project would extend a preexisting cafe with takeout use. In granting a conditional use, the Board of Appeal must find that the site is an appropriate location for such use, that the use will not adversely affect the neighborhood, that there will be no serious hazard to vehicles or pedestrians from the use, that no nuisance will be created by the use, and that adequate and appropriate facilities are provided for proper operation. A cafe with takeout does not inherently violate any of these conditions, especially given that a cafe with takeout previously occupied this space.



Plans reviewed are titled "Joe & The Juice 125 Newbury Street, Boston MA", prepared by RODE, and dated May 8th, 2026.

Recommendation:

In reference to BOA1873434 and BOA1873436, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1865063
ZBA Submitted Date	2026-06-25
ZBA Hearing Date	2026-10-06
Address	90 to 94 Revere ST Boston 02114
Parcel ID	0501812000
Zoning District & Subdistrict	Boston Proper H-2-65
Zoning Article	Boston Proper
Project Description	The proposed project seeks a change of occupancy from 8 units to five, through interior renovations. Revisions to the previously submitted design include the addition of a roof deck and renovations to the ground floor, adding a unit, and to the lobby which increase the gross floor area.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient

Planning Context:

Constructed in 1900, 90-94 Revere Street is a 4-story brick building located in an H-2-65 subdistrict within the Historic Beacon Hill District, subject to the underlying zoning code. The proposed project is approximately 0.15 miles from both Storrow Drive and to the Charles/MGH MBTA station, making it easily accessible via transit. Within the Historic Beacon Hill District, all proposed exterior modifications visible from the public way are subject to review from the Beacon Hill Architectural Commission.

Zoning Analysis:

Changes to reconfigure the ground floor to include a garden level unit increase the floor area from 997 sf to 1588 sf. Additionally, on each floor, there is a minor increase of ~20-30 sf that together brings the total up from the existing 8,745 sf to a proposed 9,441 sf.



Because the building predates the zoning code, its baseline FAR of 4.4 is a legal non-conformity that already exceeds the H-2-65 subdistrict maximum of 2.0. Adding living space entirely within the existing building envelope will shift the FAR from 4.4 to 4.78 but will not have any impact on the viewshed from the street or to abutters.

Zoning relief is warranted because the project maximizes the use of existing interior space without altering the building's exterior footprint. Consequently, the building will remain completely aligned with the scale of its neighbors and fit in with the surrounding historic context.

Similarly, the refusal letter cites Article 20 Section 4 for an insufficient rear yard setback. The building has remained in its original footprint since its construction in 1900, and the proposed scope of work includes no alterations to the exterior layout. Given that the structural alignment has not changed, zoning relief is appropriate and warranted.

Plans are dated November 24, 2025 and were produced by Grassi Design Group.

Recommendation:

In reference to BOA1865063, The Planning Department recommends APPROVAL WITH PROVISIO/S: that the exterior maintenance elements are reviewed and approved by the Beacon Hill Architectural Commission.

Reviewed,

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Senior Planner



Case	BOA1714931
ZBA Submitted Date	2025-04-26
ZBA Hearing Date	2026-10-06
Address	31 Millmont ST Roxbury 02119
Parcel ID	0903677000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	The proposal is the construction of a pergola along the side yard of a three-unit townhouse.
Relief Type	Variance
Violations	Side Yard Insufficient

Planning Context:

The proposed project is to develop a new eight-foot-tall pergola along the side yard of an existing three-unit townhouse with no other work proposed. The surrounding context is mostly residential of various massings and unit-count. The site is within the Highland Park Architectural Conservation District which would require review from the Landmarks Commission. As well due to the proximity to the Doris Tillman Playground the project would trigger Ordinance 7.4-11 and require Parks design review.

Zoning Analysis:

The proposal has been indicated to be violating the side yard requirement for accessory buildings.

Recommendation:

In reference to BOA1714931, The Planning Department recommends APPROVAL WITH PROVISIO: that plans shall be submitted to the Department of Parks and Recreation for review.



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Senior Planner



Case	BOA1846937
ZBA Submitted Date	2026-05-07
ZBA Hearing Date	2026-10-06
Address	5 Lawn ST Mission Hill 02120
Parcel ID	1001290010
Zoning District & Subdistrict	Mission Hill Neighborhood 3F-2000
Zoning Article	59
Project Description	The proposed project will add an addition and deck to the rear of an existing residential structure.
Relief Type	Variance
Violations	FAR Excessive

Planning Context:

The proposed project is located on Lawn Street near Heath Street in Mission Hill, which is a primarily residential area. Most residential structures in the area are 2.5 to 3 stories tall with very narrow side yards and small rear yards. The proposed project will add an addition and deck to the rear of an existing three story semi-attached residential structure.

Zoning Analysis:

The project is cited for one zoning violation: excessive floor area ratio (FAR). The project plans do not include an FAR calculation; however, Assessor's data suggests that the existing FAR is approximately 0.71. The addition to the rear of the structure will add approximately 600 square feet of floor area to the structure, increasing the FAR to 0.96. There are several examples of structures in the area with an FAR higher than the proposed project. Allowing this addition provides the owner flexibility to make improvements to the structure without being injurious to the surrounding neighborhood. Plans reviewed "5 Lawn Street" prepared by "Roosevelt Miranda" dated 10/28/2024.



Recommendation:

In reference to BOA1846937, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1894474
ZBA Submitted Date	2026-08-25
ZBA Hearing Date	2026-10-06
Address	722 Truman HW Hyde Park 02136
Parcel ID	1810614000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Razing an existing single-unit house and constructing a new six-unit, three-story building with six parking spaces.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Parking or Loading Insufficient Usable Open Space Insufficient Use: forbidden (MFR)

Planning Context:

This project is on the edge of the study area for the Cleary Square Small Area Plan, which is an ongoing planning and zoning process designed to activate Boston's neighborhood centers and produce needed housing. This project specifically is in a residential area on Truman Parkway with predominantly 2 to 2.5 story houses with varying yard sizes. There are also some larger apartment buildings in the area, including a large apartment building across the street at 735 Truman Parkway. The project is 0.2 miles from the MBTA Fairmount Commuter Rail Station and directly next to a stop for the 24 bus on Truman Parkway. It is also about 0.6 miles from the MBTA Hyde Park Commuter Rail Station and is within a half mile of the 33 and 36 bus lines.

This project will also require the approval of the Boston Parks and Recreation Commission because it is within 100 feet of a park (City of Boston Municipal Code 7-4.11).



Zoning Analysis:

Because this project is within an NDOD and proposes the erection or extension of a building with a gross floor area of three hundred (300) or more square feet, it is subject to Design Review under Article 28. Additionally, because the project is in a Greenbelt Protection Overlay District seeks to erect one or more buildings or structures having a total gross floor area in excess of five thousand (5,000) square feet, it requires a conditional use permit and review under the CPS and/or GPOD Component of Small Project Review in Article 80 of the Zoning Code.

The project does not comply with the maximum height requirement of 2.5 stories. However, the mansard roof of the third story helps the building align with the character of the 2.5 story buildings in the area. There are also precedents of other nearby, such as 690 Truman Parkway.

The project is cited for violations for Front Yard (25 ft required), Rear Yard (40 ft required), and Side Yard (10 ft required). However, Section 69-30.10 of the Code states that "For each full foot by which a Lot existing at the time this Article takes effect is less than one hundred (100) feet deep, six (6) inches shall be deducted from the depth otherwise required by this Article for the Rear Yard of such Lot." Because this lot is 84 ft deep, the required Rear Yard is reduced to 32 ft, which the project complies with (36.42 ft proposed). Because the yard on the North-East side complies with the required Side Yard of 10 ft, the only yards that do not comply are the yards along Truman Parkway and Williams Street, which are both required to meet the Front Yard requirement of 25 ft (69-30.4). However, most buildings in the area also do not comply with this Front Yard requirement (as most Front Yards vary from around 15 ft to as low as 5 ft). This indicates that the zoning should be updated to better align with existing built conditions. Also, the proposed project would improve the existing conditions by creating a larger yard along Truman Parkway than the existing building.

The project is also cited for forbidden multifamily use. The project also does not comply with the required maximum FAR of .5. By these measures, the project is larger than most buildings in the surrounding area.

The project proposes a parking ratio of 1.0 and therefore does not meet the minimum parking requirement of 2.0 spaces per unit (or 12 spaces total). This area has decent transit access, as exemplified by the fact that it is in a Squares + Streets plan area. Additionally, there may not be



sufficient maneuverability, and the curb cut does not align with the proposed driveway. This means that there may need to be design adjustments made which could further reduce the parking. However, a lower parking ratio would still be appropriate given the area's proximity to transit.

The zoning requires 1,800 sq ft of Usable Open Space per unit, or 10,800 sq ft total for this 6-unit project. The project proposes 1,633 sq ft of Usable Open Space. 268 sq ft would be provided on balconies and 1,365 would be at-grade. Much of the at-grade space would be within the narrow front yards, making it not highly usable. The proponent should explore expanding or improving the usable open space during design review.

Plans reviewed "Proposed multifamily" prepared by "People Architects" and dated 3/12/2026.

Recommendation:

In reference to BOA1894474, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans shall be reviewed by the Department of Parks and Recreation due to its location within the Greenbelt Protection Overlay District and within 100 of a park. Plans shall also be submitted to the Planning Department for design review due to its location within a Neighborhood Design Overlay District (NDOD). Design review should include attention to ensuring permeable area and parking maneuverability and curb cut alignment. Applicant should also consider increasing or improving Usable Open Space.

Reviewed,

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Senior Planner



Case	BOA1871370
ZBA Submitted Date	2026-07-10
ZBA Hearing Date	2026-10-06
Address	4012 Washington ST Roslindale 02131
Parcel ID	1903410000
Zoning District & Subdistrict	Roslindale Neighborhood S2
Zoning Article	26
Project Description	Vertical and rear addition on existing 6-family residential building adding 7 additional residential dwelling units.
Relief Type	Conditional use
Violations	Dimensional Regulations Applicable in Squares + Street

Planning Context:

This project was recently rezoned as part of the Roslindale Square Small Area Plan. The Plan was adopted by the BPDA Board February 13, 2025, and the accompanying zoning was adopted on May 21, 2025.

This Plan is part of the Squares + Streets initiative, which is a planning and zoning initiative focused on adding, supporting, and improving housing, public space, small businesses, and arts and culture in transit-accessible neighborhood centers and along main streets. This area was included in Squares + Streets initiative in part because of its rich transit resources and ability to benefit from transit-oriented development. In particular, the location of this proposed project is next to a bus stop which is serviced by ten bus lines and is a fifteen minute walk from the Roslindale Village MBTA Commuter Rail Station. This project therefore aligns with city-wide planning goals of increasing housing in transit-rich areas.

Zoning Analysis:

This project is in the S2 Main Street Mixed Use district, which allows small- to medium-scale mixed-use buildings. In order to encourage additional activity and protect existing commercial uses, the S2 district requires a conditional use permit for dwelling units on the ground floor along the primary lot frontage (Article 26 Table A). Because the existing building and many



other buildings in this area are fully residential, continuing the ground floor residential use is appropriate.

Plans reviewed "4012 Washington St" prepared by SOUSAdesign Architects and dated 6/8/2026.

Recommendation:

In reference to BOA1871370, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1862710
ZBA Submitted Date	2026-06-18
ZBA Hearing Date	2026-10-06
Address	196 Maverick ST East Boston 02128
Parcel ID	0103949000
Zoning District & Subdistrict	East Boston Neighborhood East Boston Residential-4 (EBR-4)
Zoning Article	53
Project Description	Change of occupancy from 3 to 7 residential units, with interior renovations, a rear addition, and a new fourth story. The building will be fully sprinklered.
Relief Type	Variance, Conditional Use
Violations	GCOD Applicability Roof Structure Restrictions Off Street Parking Regulations Front Yard Insufficient Side Yard Insufficient

Planning Context:

The property contains an existing three-story, three-unit residential building on Maverick Street in East Boston. The site is located within an established residential area characterized by closely spaced multifamily buildings on relatively narrow lots.

The proposal is to renovate and expand the existing building to create seven residential dwelling units. The project includes a rear addition and vertical expansion through the construction of a new fourth story, while retaining the existing residential use of the property.

The proposal adds housing through the expansion of an existing residential building within an established multifamily neighborhood. The four-story scale and multifamily use are generally consistent with the residential development pattern contemplated for this area of East Boston, while the proposed rear and vertical additions increase the overall massing of the existing building.



Zoning Analysis:

The proposed project changes the occupancy of the existing three-unit residential building to seven dwelling units through interior renovations, a rear addition, and the construction of a new fourth story. The property is located in the East Boston Residential-4 (EBR-4) Subdistrict. The proposed building remains within the four-story maximum permitted in the EBR-4 Subdistrict.

Article 32, Section 4, Groundwater Conservation Overlay District (GCOD): The property is subject to GCOD requirements, and the project has been cited for GCOD applicability. The applicant should demonstrate compliance with applicable groundwater conservation requirements and provide any required certification and stormwater infiltration measures prior to issuance of a building permit.

Article 53, Section 25, Roof Structure Restrictions: Zoning relief is required because the proposed fourth-story addition alters the profile of the existing roof. The fourth story increases the building from three to four stories, consistent with the maximum number of stories permitted in the EBR-4 Subdistrict. The proposed vertical addition allows the project to accommodate additional housing while limiting the extent of additional building footprint.

Article 53, Section 5.3, Front Yard: The existing front yard is approximately 2 feet 10½ inches, below the 3-foot minimum required in the EBR-4 Subdistrict. The proposal maintains the existing front-yard condition without further reducing the setback. Because the deficiency is an existing condition and the proposed addition does not extend the building closer to Maverick Street, the requested relief is appropriate.

Article 53, Section 5.3, Side Yard: The existing building has a 0-foot side yard where a 5-foot minimum is required. The proposal maintains the existing side-yard condition. Given the narrow lot and established placement of the existing residential building, opportunities to provide the required side yard without substantially altering the building are limited.

Article 53, Section 28, Table L, Off-Street Parking: Seven off-street parking spaces are required for the seven proposed dwelling units, and no off-street parking is provided. The existing property does not contain off-street parking, and accommodating seven spaces would require substantial alteration of the site and would be difficult given the existing building and constrained lot.



Plans titled "196 Maverick Street, East Boston, MA 02128," prepared by Context LLC and dated February 13, 2026, were reviewed in support of this recommendation.

Recommendation:

In reference to BOA1862710, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for design review.

Reviewed,

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Senior Planner



Case	BOA1827083
ZBA Submitted Date	2026-03-11
ZBA Hearing Date	2026-10-06
Address	350 Athens ST South Boston 02127
Parcel ID	0601836000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project proposes to demolish a two-story home and construct a four-story, six-unit building on the existing lot.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Additional Lot Area Insufficient Front Yard Insufficient Side Yard Insufficient Parking or Loading Insufficient

Planning Context:

This case was deferred from the September 8, 2026, meeting. Since that meeting, the proponent has made changes to the proposal including the removal of three proposed parking spaces that presented maneuverability issues. The revised layout responds to Staff's recommendations and alleviates previous violation to open space and FAR and reduces the degree of violation to minimum side yard requirements.

350 Athens Street is located in the South Boston Neighborhood in the Multifamily Residential (MFR) subdistrict. The lot is situated one block northeast of West Broadway and are currently developed with a two-story home, accessory driveway and surface parking, and small yard. Much of the surrounding area is developed with parking lots serving West Broadway commercial uses and one- to three-unit residential dwellings of varying heights. Two MBTA bus routes are located on West Broadway providing access to the fixed Broadway MBTA Red Line



Station located 0.7 miles to the west. The parcel is roughly three quarters of a mile from Moakley Park, and a private open space owned by the South Boston Action Council is immediately adjacent to the subject site. Property to the rear and opposite side of the subject site are residential.

The project proposes to demolish the existing single-family home and construct a four-story, six-unit multifamily building with 7 parking spaces on the ground floor under residential units and two additional surface parking spaces in the rear yard. The proposed project's scope is consistent with both City and neighborhood planning goals: to encourage appropriately-scaled residential infill development and create new housing (Imagine Boston 2030, 2016), and to promote contextual mid-density residential development (Section 68-6 - South Boston Residential Zoning, 2016).

Zoning Analysis:

The project was cited for violations to dimensional standards set forth in Article 68, Sections 8 and 33 as well as needing conditional approval for the proposed building height, set forth in Section 29.

Lot Size and Setbacks: In the MFR subdistrict, the minimum required lot area for six units is 7,000 square feet. The lot is 5,093 square feet, above the average of lots in the area. The minimum required front, side, and rear yard setbacks are five, three, and twenty feet respectively. The project proposes side yard setbacks of three feet seven inches on the southeast side of the property. On the northwest side of the property, the ground floor wall will be constructed at the property line abutting a parcel currently developed as garden/open space, with upper stories set back three feet six inches. In the rear, the building is set back a minimum of eight feet and as much as 23 feet in some areas. The front ground floor is set back one foot eleven inches, generally consistent with the modal setback of two feet set by other structures on the block. Staff recommends approval of the proposed dimensional standards with the condition that the front setback provided be paved with standard pavement rather than planted area to account for the narrow sidewalk along the subject property.

Roof Structure Restrictions: The project proposes a building height of 39 feet 11 inches, under the zoning subdistrict maximum of 40 feet, but significantly higher than the existing two-story building on site today which, per Article 68, Section 29, sets the maximum height for new construction. While taller than structures on immediately adjacent parcels, the proposed height

BOA1827083

2026-10-06

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is allowed and expected in the area among new construction and matches the residential building across Athens Street and others in the vicinity.

Parking: The project proposes a total of six parking spaces on site, below the required 1.5 spaces per unit per Article 68 of the Zoning Code but providing one parking space per unit. Parking spaces are designed in compliance with the dimensional standards set forth in Article 68, Section 33, providing 50% compact spaces and 50% standard size spaces. The design also provides a back up area at the rear of the site to allow vehicles to safely maneuver on site and enter and exit the site in a forward motion. Staff is in support of the proposed parking layout and count and believes the proposal responds well to the lot's size restraints and Staff's previous comments on design.

Plans reviewed are titled "Athens Street," prepared by Stack Architecture and dated September 2026.

Recommendation:

In reference to BOA1827083, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1836310
ZBA Submitted Date	2026-04-03
ZBA Hearing Date	2026-10-06
Address	44 Granger ST Dorchester 02122
Parcel ID	1500174000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Construct new three-family triple-decker style building
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient Forbidden use: 3 Family Residential

Planning Context:

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

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



Zoning Analysis:

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

In a similar vein, the project has also been cited for insufficient lot area. The zoning code requires a lot of 5,000 square feet, while the proposed project is located on a lot that is around 4,000 Square feet. This again highlights a disconnect between the zoning code and built reality. The proposed lot is of a similar size to typical lots for the neighborhood. If this regulation were to be strictly followed, none of the existing neighborhood would be allowed under this regulation. This project is of a similar scale to nearby buildings, on a lot that is similar in scale to nearby lots, highlighting its appropriate fit in the area.

The first two violations are in regard to insufficient lot width and insufficient lot frontage. In this case they follow the same dimensional requirements, and the frontage and width are the same measurement at the front of the property. The lot width and frontage is 40 feet while the zoning code requires a frontage of 50 feet. This is also a disconnect between the zoning code and reality. The parcels along Granger Street are similarly sized. The frontage requirement is the same along all of Granger St. This means that almost every building on this road is out of compliance with the existing zoning code. These violations create an unusable parcel and place a hardship on the proponent in order to follow the zoning code. A variance should be granted, and zoning reform should be explored.

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

The next violation is due to the excessive height of the proposed structure. The neighborhood is zoned for two and a half stories, while the project proposes a full three stories. This is not



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

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

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

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

Recommendation:

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



Planning Department

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Reviewed,

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Senior Planner



Case	BOA1749423
ZBA Submitted Date	2025-07-17
ZBA Hearing Date	2026-10-06
Address	26 Burt ST Dorchester 02124
Parcel ID	1704564000
Zoning District & Subdistrict	Dorchester Neighborhood 1F-7000
Zoning Article	65
Project Description	Combine two neighboring lots into one larger lot and build a 8 unit multifamily building.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Parking or Loading Insufficient Parking design and maneuverability Lot Area Insufficient Forbidden Use: Multifamily

Planning Context:

This project was reviewed for the June 16, 2026, ZBA Hearing and deferred. There have been no changes made to the plans since the deferral.

The proposed project would construct a new 8-unit multifamily building on two currently separate lots that will be combined into one lot. This area of Dorchester is defined by its residential character. Residential buildings ranging from single-family to large 5+ unit buildings are common in this area. The predominant design form of these buildings is the traditional triple-decker, and this building attempts to match the scale provided by triple-deckers with a more modern design.



The proposed project is located in an area of Dorchester that is well-connected to transit. The project is less than a tenth of a mile from the Ashmont MBTA stop, and under half a mile from the active bus routes along Dorchester Ave and Washington St.

Zoning Analysis:

This project is proposing a forbidden use: multifamily residential. The area is zoned for one family, while the proposed project would have a total of eight units. However, multifamily residential is common in this area, with many larger multifamily buildings nearby. Nearby is both Peabody Square and Washington Street, two large nexuses for both business and residents. 4-8 unit multifamily is the most common multifamily use for the area and the proposed project is of a similar scale and density to nearby existing projects. The building manages to fit a unit above the maximum without creating a building that stands out from neighborhood character. The appropriate sizing of the building, with the added neighborhood multifamily context, points to the appropriate fit of multifamily residential.

In a similar vein, the project has also been cited for insufficient lot area. The zoning code requires a lot of 7000 square feet, while the proposed project is located on a lot that is around 6,918 Square feet. This again highlights a disconnect between the zoning code and built reality. The proposed lot is of a similar size to typical lots for the neighborhood. If this regulation were to be strictly followed, none of the existing neighborhood would be allowed under this regulation. This project is of a similar scale to nearby buildings, on a lot that is similar in scale to nearby lots, highlighting its appropriate fit in the area.

The next violation is in regard to the front yard setback. The zoning requires a setback of 15 feet, while the proposed project would have a setback ranging from 15 feet on the northern edge of the property, to a 5-foot setback on the southern end. This is due to the slanted nature of the front yard line, making it difficult for any project to adhere to this requirement. In addition, this area of Burt Street is defined by a modal street wall. The proposed project is meeting this modal street wall and helps to contribute to the character of the neighborhood. This violation should not be considered as the modal street wall takes precedence over the front yard setback.

The next violation is regarding the side yard setback. The proposed project has a side setback of five feet four inches, while the zoning requires a side setback of twelve feet. This is again not reflective of the built reality of the neighborhood. Small side yards are common in this area,



especially with the neighboring rows of triple deckers to the north and the east which have almost no side yards. Almost none of the nearby buildings meet this requirement, and it reflects a disconnect between the code and built reality. If the project were to adhere to these provisions, it would create a project in discontinuity with its neighbors.

The next violation regards off-street parking. The zoning requires a parking ratio of 1.25 spaces per unit, or 8 spaces where the proposed project is providing 7. While it technically does not meet the requirements for parking under the zoning code, little to no on parcel parking is common in this area of Dorchester. Street parking is the predominant form of parking, and this project is located within proximity of public transportation options. While this is a violation, BTG parking guidelines have highlighted this as an area that contextually makes sense for a required parking ratio of as little as 0 spaces per unit. This project provides 7 spaces well above that 0 space ratio, and so a variance is recommended.

The next violation is in regard to off-street parking and maneuverability. This is triggered by the single lane driveway proposed for the project. While this style of rear parking technically does not have the turning dimensions required under the zoning code, it is extremely common throughout the city, and in this area in particular. This feature is in line with neighborhood standards.

The rear yard has a required depth of 40 feet, where the proposed project is leaving a setback of 31 feet. As with the side yard setbacks, this again highlights the disconnect between zoning code and built reality. The proposed project is being built to a similar scale as its neighbors, on a similar lot size to its neighbors. If this requirement were to be strictly followed, the character of the neighborhood would change drastically. The proposed setbacks are in line with neighboring properties and fits well within established neighborhood design.

The next violation is due to the excessive height of the proposed structure. The neighborhood is zoned for two and a half stories, while the project proposes a full three stories. This is not reflective of the larger built environment. Where two and a half stories is predominant, full three-story buildings are also present within the area. A full third floor through the use of dormers to match neighborhood character is common. Even though it is half a story above the maximum height in stories, the project is only proposing a building height of 33—below the maximum of 35 feet—again highlighting the appropriate dimensions of the project. This requirement is not at all reflective of the larger development patterns in the area and highlights the need for potential zoning reform.

BOA1749423

2026-10-06

3 Planning Department



The proposed project would have an FAR of 0.54. The zoning code requires a maximum FAR of 0.4. This again reflects a disconnect between the zoning code and the built reality of the area.

Triple-deckers are extremely common, and while many have rear yards, the height of the building creates a situation where FARs are commonly between 0.75 and 1.25 for the area. The proposed project is in line with its neighborhood design characteristics and is an appropriate fit for the development pattern in the area.

This project is subject to the City's Inclusionary Zoning, which requires that market-rate housing developments with seven or more units support the creation of income restricted housing. While it is unclear from the plans how many of the proposed eight units will be dedicated as income restricted, the applicant will need to execute an agreement with the Mayor's Office of Housing to comply with the zoning.

Plans reviewed were titled "26 Burt Street" created by HiARCHi Design Collaborative and dated 12/23/24.

Recommendation:

In reference to BOA1749423, The Planning Department recommends APPROVAL WITH PROVISIO: that a housing agreement be issued prior to issuing permits.

Reviewed,

A handwritten signature in blue ink, appearing to read "J. H. [unclear]", enclosed in a blue circular stamp.

Senior Planner

MEMORANDUM**JULY 16, 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
LUCIA PEÑA-BANDA, PROJECT ASSISTANT
ANDREW ZIMMERMAN, SENIOR URBAN DESIGNER
FORD DELVECCHIO, ZONING COMPLIANCE PLANNER
DANIELA ESPINOSA, TRANSPORTATION PLANNER
HEEYOUNG LEE, SENIOR LANDSCAPE ARCHITECT
TRAVIS ANDERSON, SENIOR INFRASTRUCTURE AND ENERGY PLANNER

SUBJECT: 269-275 E COTTAGE STREET, DORCHESTER

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 269-275 E Cottage Street, in Dorchester (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the City of Boston Zoning Code (the "Code"); and (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The property site consists of approximately 12,536 total square feet land on three (3) contiguous parcels of land at 269 and 275 East Cottage Street (along with an unaddressed parcel of land) located near the corner of E Cottage Street and Dorchester Avenue in the Columbia/Savin Hill section of Dorchester (the "Property Site" or "Site"). Its existing conditions include a non-descript single family dwelling of approximately 1,762 square feet and a commercial/social club building of approximately 6,500 square feet, formerly operated by College Bound Dorchester and known as "Little House."

DEVELOPMENT TEAM

The development team includes:

Proponent:	<u>269 East Cottage LLC</u> Dorchester, 02125 c/o Cornerstone Real Estate Inc. Adam Sarbaugh, Jenn Sandlin
Legal Counsel:	<u>McDermott Quilty Miller & Hanley LLP</u> 28 State Street #802 Boston, 02109 Joseph P. Hanley, Esq. Nicholas J. Zozula, Esq.
Architect:	<u>Khalsa Design Inc (KDI)</u> 17 Ivaloo Street Somerville, 02143 Tanya Carriere Asta Meckel
Landscape Architect:	<u>Marc Mazzarelli Associates LLC</u> 284 Concord Avenue Cambridge, 02138
Historical Preservation:	<u>William Young</u>
Civil Engineer:	<u>Columbia Design Group</u> 14 Upham Avenue Boston, 02125 Peter Gammie, P.E.

PROPOSED PROJECT

The Proponent proposes to consolidate and combine three (3) parcels and construct a new six (6) story mixed-use building of approximately 40,923 square

feet of Gross Floor Area ("GFA"), to be connected to its existing mixed-use development on Dorchester Avenue. The new building will operate as the "Inn at Little House" and include up to 42 hotel/extended stay suites with kitchenettes on the upper levels, expanded and improved restaurant space with amenity areas and neighborhood-serving commercial uses on the ground floor, an associated rooftop café terrace and two (2) onsite vehicle share parking spaces for guests of the Inn (the "Proposed Project"). The Proponent seeks to revitalize the underutilized Property Site and enhance the vibrancy and programming of its adjacent Dorchester Avenue Building, by connecting it to a new mixed-use building at the rear, with additional and improved restaurant space on the ground floor and at a new rooftop terrace. The new hotel program will feature extended stay suites, to enhance the site and support the continued viability of the Dorchester Market at the adjacent Dorchester Avenue building and provide an appropriate alternative to short-term rentals in private apartment accommodations throughout the neighborhood. By connecting and combining it with vacant café space at the Dorchester Avenue Building, the Proposed Project will also create a more commercial feasibility restaurant program for neighborhood-serving operators, along with an additional amenity for its new mix of hotel/short term stay and multifamily residential uses.

Consistent with neighborhood context and City planning, the Proposed Project has been carefully shaped and designed to comport with the character and growth of the immediate area. In response to its adjacent and surrounding conditions, the new building includes certain massing and design measures and changes to appropriately integrate with the adjacent Dorchester Avenue Building and the residential neighborhood. It will also make much-needed landscape and pedestrian connectivity improvements along East Cottage Street and at rear of the Site; create new buffering, storm water retention and enhanced pedestrian access.

The table in Appendix A summarizes the Proposed Project's key statistics.

PLANNING CONTEXT

The site of the Proposed Project encompasses approximately 12,536 square feet of land across three contiguous lots in the Columbia/Savin Hill section of Dorchester, located at 269 and 275 East Cottage Street, and an unaddressed lot near the corner of East Cottage Street and Dorchester Avenue. The Site directly adjoins the Proponent's recently completed five-story, mixed-use development at 951-959

Dorchester Avenue. This adjacent project includes 38 units of market-rate and income-restricted housing.

Currently, the site of the proposed project is occupied by a turn-of-the-20th-century ecclesiastical building and a residential structure dating to the late 19th century. Although both structures were converted to homes for community organizations decades ago, severe structural deterioration makes adaptive reuse challenging. Consequently, the Proponent intends to demolish these older buildings to clear the Site for the Proposed Project. The Proposed Project has already gone through the Boston Landmarks Commission (“BLC”) review process and a finding of no historical significance was given.

The Proposed Project is located in the Dorchester Neighborhood Zoning District’s 3F-D-3000 Subdistrict. The site is not subject to any zoning overlay districts. The lot abuts a Multifamily Residential/Local Shopping Subdistrict, centered on Dorchester Avenue. Buildings of the scale of the Proposed Project are common along this stretch of Dorchester Avenue. While such a design would not be appropriate in a mid-block location in a 3F subdistrict, because the Proposed Project abuts a mixed-use zoning subdistrict and the aforementioned 951-959 Dorchester Avenue, staff note that the Proposed Project reads as an extension of the existing Dorchester Avenue neighborhood fabric.

SUSTAINABILITY AND RESILIENCY

In support of Boston’s carbon-neutral goals, the Proposed Project will meet Boston’s Net Zero Carbon standards with a Building 2035 pCEI 1.62 kg CO₂e/sf-yr. Upon occupancy, the building will have a Building Emissions Reduction Disclosure Ordinance (BERDO) operational net carbon limit of zero (0.00) kg CO₂e/sf-yr.

The Project design prioritizes passive efficiency strategies including a well-insulated air-tight enclosure and managed window to wall ratio of ~20%, all-efficient-electric heat pump space conditioning and DHW heating systems. The project also includes a high-albedo roof to help reduce urban heat island effect and will include green infrastructure on site.

To offset the carbon impact of electricity use, the Project will purchase renewable electricity through BERDO compliance mechanisms to offset any non-renewable power supply to the building annually to meet the BERDO operational net carbon

limit of zero (0.00) kg CO₂e/sf-yr

ARTICLE 80 REVIEW PROCESS

On January 9, 2026, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Code. The BPDA sponsored and held a virtual public meeting on January 27, 2026. The meeting was advertised in the local newspapers, posted on the BPDA website, and a notification was emailed to all subscribers of the BPDA's Dorchester neighborhood update list. The public comment period, as extended, ended on March 12, 2026. Subsequently, the BPDA issued its comment letter on March 13, 2026, to which the Proponent responded on May 26, 2026, with a Response to Planning Department's Concept Determination and Consolidated Feedback Summary. The BPDA then sponsored and held an additional virtual public meeting on June 15, 2026. The meeting was posted on the BPDA website, and a notification was emailed to all subscribers of the BPDA's Dorchester neighborhood update list.

ZONING

The Property Site is located in the Dorchester Neighborhood Zoning District and the 3F-D-3000 Zoning Subdistrict and is subject to Article 65 of the Code. It is not located within any overlay districts of the Zoning Code. The proposed Hotel Use and expanded Restaurant Use are both Forbidden Uses in the 3F-D-3000 Zoning Subdistrict, and the Proposed Project will require certain dimensional and parking relief from the Code as well.

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

1. Article 65, Section 8: Hotel Use Forbidden
2. Article 65, Section 8: Restaurant Use Forbidden
3. Article 65, Section 9: Floor Area Ratio Excessive
4. Article 65, Section 9: Building Height Excessive (Stories)
5. Article 65, Section 9: Building Height Excessive (Feet)
6. Article 65, Section 9: Minimum Side Yard Insufficient
7. Article 65, Section 41: Off-Street Parking Insufficient
8. Article 65, Section 41: Off-Street Loading Insufficient

MITIGATION AND COMMUNITY BENEFITS

The Proposed Project will include mitigation measures and community benefits to the Dorchester neighborhood and the City, including:

- Revitalizing an underutilized Site of approximately 12,536 total square feet of land and demolishing two (2) existing buildings thereon which have reached the end of their functional life and no longer meet modern standards.
- Removing and replacing outdated commercial structures, with an appropriately scaled, locally owned and operated Inn that commemorates the special history of the “Little House”, which programs were an integral part of the neighborhood culture.
- Further activating the intersection of East Cottage and Dorchester Avenue by sustaining and supporting the vibrancy of its neighborhood-serving retail, restaurant and residential uses and new boutique hotel and extended stay programming.
- Enhancing the pedestrian environment through sidewalk improvements: In compliance with Boston Complete Street Design Guidelines, the Proponent will setback the building along East Cottage Street to provide a wider sidewalk within the bounds of their property. East Cottage Street will have a minimum of eight-foot (8'-0") sidewalk as measured from the back of curb, inclusive of a varied mode setback. All sidewalks will maintain a minimum five-foot (5'-0") clear accessible path of travel absent vertical elements made of approved City standard materials. All sidewalk dimensions within setbacks are subject to Design Review and will require approval for a Pedestrian Easement with the Public Improvement Commission (PIC).
- Planting two (2) new street trees within the public right-of-way, as part of the site plan improvements and mitigation associated with the Proposed Project. A continuous structural soil layer to support the street trees will be provided through the furnishing zone. The proposed installation of the street trees will be subject to Design Review in coordination with City standard details for the public right-of-way, and additional review and approval as triggered by the Public Improvement Commission (PIC) and coordination with the Boston Parks and Recreation Department (BPRD) if/as needed. All planting shall be completed upon issuance of the Certificate of Occupancy for the Proposed Project.

- The Proposed Project will comply with the Boston's Green Infrastructure (GI) Policy as applicable, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.
- Providing 12 long-term/resident bike parking spaces in a covered, ground-level bike parking room with interior and exterior access, in addition to 6 short-term/visitor bike parking spaces in the public right-of-way.
- Introducing and welcoming new visitors and guests to support the local business community along Dorchester Avenue and the surrounding area, and providing new neighborhood serving uses, restaurant and hospitality amenities for the public.
- The proponent will screen the existing pad-mounted transformer on site that serves the 959 Dorchester Ave. Building. Screening will mitigate the visual impact of the equipment on the public realm. Additionally, the proponent will work with the utility provider and the Planning Department to site a new transformer for the Project. Similarly, the new transformer may require visual mitigation through screening or other means depending on its configuration.
- Providing an appropriate and well-managed alternative to the many short-term Airbnb rental accommodations at residential apartments scattered throughout the Dorchester neighborhood; to lessen pressure on its existing housing stock and support the local economy with a safe, secure, permitted and licensed facility of boutique size and complementary amenities.
- Before issuance of the Certification of Approval, the Proponent shall make a one-time "bikeshare" contribution of Three Thousand Two Hundred Fifty-Eight dollars (\$3,258) to the Boston Transportation Department to support the bike share system.
- The Proposed Project will be all-electric, utilizing high-efficiency cold-climate heat pumps for space heating and cooling, high-efficiency energy recovery ventilation (ERV) system for outside air, and electric domestic hot water system. It will comply with the Boston Net Zero Carbon Zoning requirements by procuring 100% renewable electricity through the Boston Community Choice Electricity Green 100 program.
- Creating many new temporary construction-related jobs over the length of the construction of the Proposed Project and the creation of approximately

30 permanent employment opportunities in the restaurant and hospitality industry, as well as building management.

- Adding additional property tax revenue for the City.

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

The Proposed Project and public realm improvements are subject to continued Public Improvement Commission (PIC) and BPDA Design Review and approval to refine the final design of the Project prior to the issuance of a Certificate of Approval.

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, subject to continuing Design Review; (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the City of Boston Zoning Code (the "Code"), approving the development at 269-275 E Cottage Street in the Dorchester neighborhood, proposed by 269 East Cottage LLC (the "Proponent"), for the revitalization of this underutilized Site with the construction of a new six (6) story mixed-use building of approximately 40,923 square feet of Gross Floor Area ("GFA"), with up to 42 hotel/extended stay suites on the upper levels, new ground floor restaurant space, and with a rooftop terrace restaurant space as well as two (2) onsite parking spaces at the Property Site (the "Proposed Project"), in accordance with the requirements of Small Project Review,

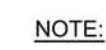
Article 80E, of the Code, subject to continuing Design Review by the Boston Redevelopment Authority ("BRA"); and

FURTHER**VOTED:**

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

APPENDIX AEXHIBIT A "Project Metric Table"

<u>Estimated Project Metrics</u>	<u>Proposed Plan</u>
Gross Square Footage	
Gross Floor Area	40,923 SF
<i>Residential</i>	
<i>Office</i>	
<i>Retail</i>	7,907 SF
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Hotel</i>	33,012 SF (42 keys)
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	2 car share spaces
Development Cost Estimate	\$11,122,235
Maximum Parking spaces	
<i>Long-term Bicycle Parking</i>	12
<i>Short-term Bicycle Parking</i>	6
<i>Location of Bike Room</i>	Ground Floor
<i>Bluebikes Docks</i>	0
<i>Bluebikes Stations</i>	0
<i>Minimum Monetary Bluebikes Contribution</i>	\$3,258
<i>Loading Bays</i>	



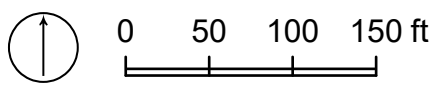
1. TREE PIT TO BE A MINIMUM OF 24 SQUARE FEET.
2. PROVIDE 10" LONG X 3" SQ WOODEN STAKES EQUALLY SPACED, 3 PER TREE, 7' EXPOSED. DRIVE STAKES AT AN ANGLE AND DRAW VERTICAL WITH NYLON TREE TIE.
3. CONTRACTOR SHALL PERFORM PERCOLATION TEST ON SUB-GRADE PRIOR TO PLANTING. IF TEST IS NOT PASSING, CONTRACTOR SHALL ADJUST SUB-GRADE ACCORDINGLY.



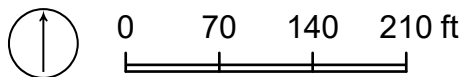
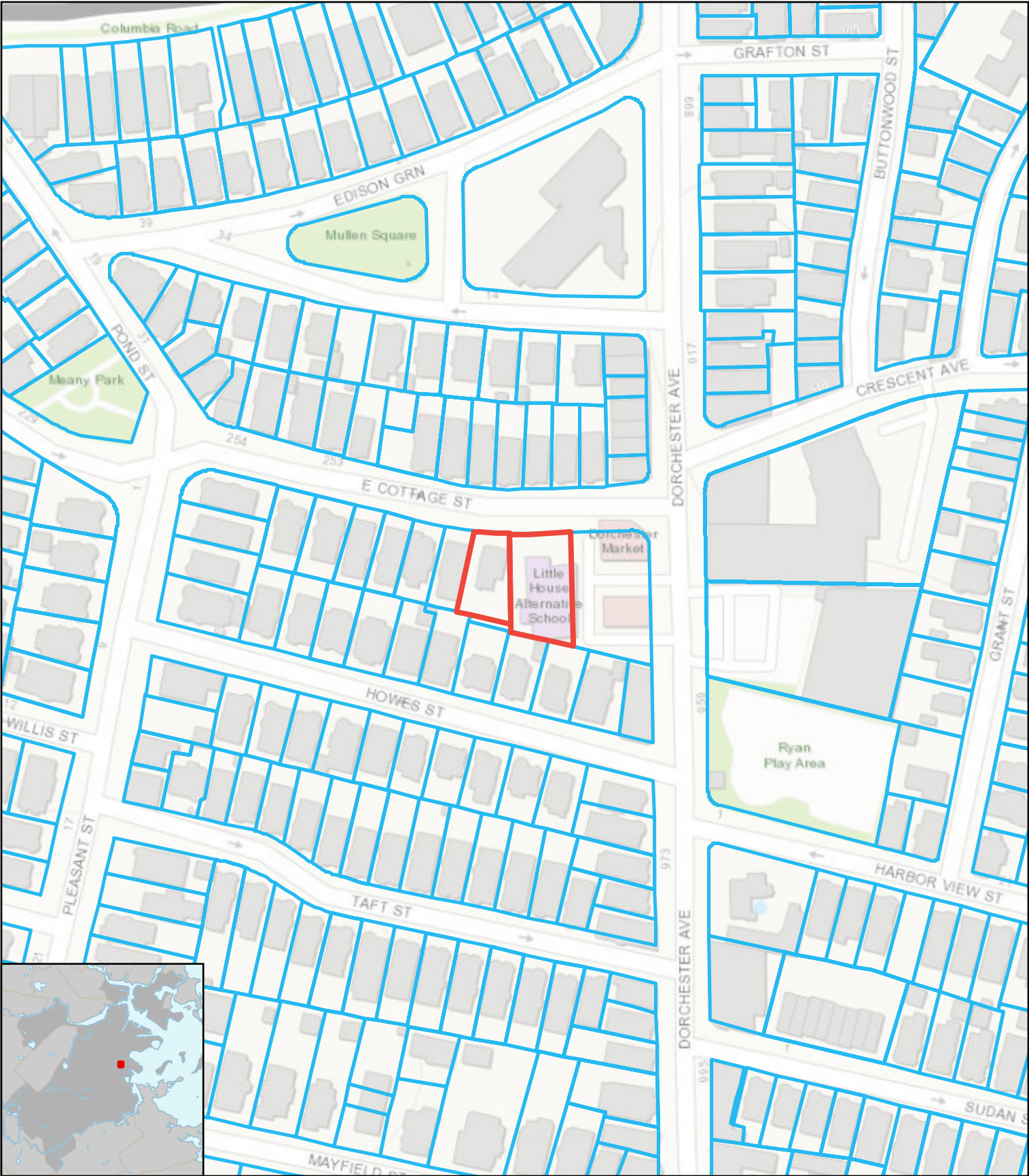
1. DETECTABLE WARNING PANELS SHALL BE PERMANENTLY APPLIED TO THE PEDESTRIAN RAMP;
2. DETECTABLE WARNING PANELS SHALL MATCH THE WIDTH OF THE PEDESTRIAN RAMP;
3. DETECTABLE WARNING PANELS SHALL BE CAST IRON.
4. DETECTABLE WARNING PANELS SHALL BE FEDERAL YELLOW, CONFORMING TO THE REQUIREMENTS OF FEDERAL NO. 35538. UNLESS OTHERWISE SPECIFIED BY PWD, BLACK RED COLOR IS REQUESTED BY PWD, IT SHALL CONFORM WITH RAL 2001.
5. DETECTABLE WARNING PANELS SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.



275 East Cottage Street Aerial Map



275 E Cottage Street, Dorchester



**Boston Water and
Sewer Commission**



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

February 9, 2026

Lucia Peña-Banda
Project Assistant
Planning Department
One City Hall Square
Boston, MA 02201

Re: 269-275 East Cottage Street, Dorchester
Small Project Review Application

Dear Mr. Polanco:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed mixed-use development at 269-275 East Cottage Street in Dorchester. This letter provides the Commission's comments on the SPRA.

The project proponent, East Cottage LLC, proposes to construct a new five (6) story mixed use building comprising 43,00 gross square foot (gsf) building across three parcels totaling 12,536 square foot (sf) lot. The site is currently improved by a single-story residential structure and a commercial/social club building. The project will be comprised of 42 hotel units, restaurant space, common space, and one motor vehicle parking space.

The Commission owns and maintains a 12-inch Southern Low DICL water main installed in 1987 in East Cottage Street

For sanitary sewer and storm drain service, there is an 18-inch PVC sanitary sewer installed in 2004 and a 36-inch RCP storm drain in East Cottage Street.

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

The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, East Cottage 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 East Cottage 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.
5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>



6. The water use and sewage generation estimates were not included in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. East Cottage LLC should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. East Cottage LLC should also provide the methodology used to estimate water demand for the proposed project.
7. East Cottage 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, East Cottage LLC will be required to apply for a RGP to cover these discharges.
8. East Cottage LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is East Cottage LLC 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, East Cottage 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. East Cottage 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. East Cottage LLC should also provide the methodology used to estimate water demand for the proposed project.
2. East Cottage LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, East Cottage LLC should consider outdoor landscaping which requires minimal use of water to maintain. If East Cottage 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. East Cottage 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. East Cottage LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, East Cottage LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application the East Cottage 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 East Cottage 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. East Cottage 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, East Cottage LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. East Cottage 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

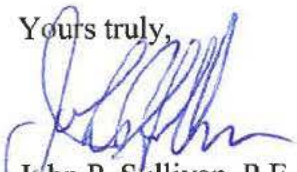


handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

5. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, East Cottage LLC will be required to meet MassDEP Stormwater Management Standards.
7. The Commission requests that East Cottage LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. East Cottage 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. East Cottage LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/apm

cc: Joseph P. Hanley, Esq., On behalf of East Cottage LLC
C. Rizzi, MWRA via e-mail
S. McFee, BWSC via e-mail

MEMORANDUM**DECEMBER 11, 2025**

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

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

SUBJECT: 151 LENOX STREET, ROXBURY

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 151 Lenox in the Roxbury neighborhood (the "Proposed Project"), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); and (2) enter into any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed project.

PROJECT SITE

The Proposed Project is located on one (1) parcel of land totaling approximately 4,962 square feet. The Project Site is currently a vacant parcel owned by the BPDA and is known as Parcel 22A in the South End Urban Renewal Area, Project No. Mass, R-56 in Roxbury (the "Parcel"). Historically, the Parcel was occupied by residential and commercial properties (a hotel, carpenter shop, miscellaneous storage). Currently, the BPDA licenses the Parcel to the nearby People's Baptist Church for

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

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

DEVELOPMENT TEAM

The development team consists of:

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

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

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

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

Environmental
Engineer: TCR Companies
Two Liberty Sq

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

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

PROPOSED PROJECT

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

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

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

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

PLANNING AND ZONING CONTEXT

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

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

URBAN DESIGN

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

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

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

ARTICLE 80 REVIEW PROCESS

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

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

ZONING

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

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

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

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

HOUSING PROGRAM AND INCLUSIONARY ZONING

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

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

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

MITIGATION & COMMUNITY BENEFITS

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

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

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

All improvements and work conducted in the public right of way are subject to continued design review with the Planning Department, Public Works Department and the Public Improvement Commission. The Proponent should anticipate returning to the Planning Department following BPDA Board approval to review updates with the Article 80 Development Review team prior to submitting materials to PIC.

SUSTAINABILITY

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

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

The Proposed Project will further assess solar PV, with the final amount determined by Design Filing and will explore different Net Zero Compliance pathways once in operations including purchasing 100% renewable electricity for all building loads, setting up residential meters using the Boston Community Choice Electricity Program's "Green 100" option (100% renewable) and informing new residents of the building's green features, the benefits of using renewable electricity. Upon the building's commencement of operations, the project shall accept responsibility for complying with the Building Energy Reporting and Disclosure Ordinance (BERDO) Regulations, including fulfilling the annual reporting

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

RECOMMENDATION

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

Appropriate votes follow:

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

FURTHER

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

151 Lenox Street



151 Lenox Street





The Commonwealth of Massachusetts

MASSACHUSETTS STATE SENATE

LIZ MIRANDA

STATE SENATOR
SECOND SUFFOLK DISTRICT

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

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

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

September 12th, 2025

RE: Support for 151 Lenox Street

Dear Chair and Members of the BPDA Board,

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

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

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

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

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

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

Sincerely,

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

Senator Liz Miranda |she/her|

Second Suffolk District

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



JOHN F. MORAN
STATE REPRESENTATIVE
9th SUFFOLK DISTRICT
STATE HOUSE, ROOM 446
TEL. (617) 722-2460
John.Moran@MAhouse.gov

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

Committees:

House Committee on
Ways and Means

Joint Committee on
Health Care Financing

Joint Committee on Mental Health,
Substance Use and Recovery

Joint Committee on Public Service

September 15th, 2025

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

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

To whom it may concern,

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

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

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

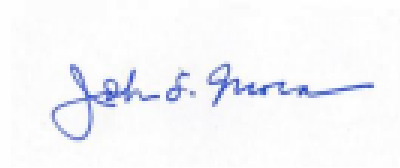
The proposed senior affordable housing project is a natural extension of TDC's legacy. With Boston's aging population and the growing gap between income and housing costs, the need for deeply affordable, high-quality homes for seniors is urgent. TDC's proven record in planning,

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

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

Thank you for your consideration.

Respectfully,

A handwritten signature in blue ink, reading "John F. Moran", is centered below the word "Respectfully,". The signature is fluid and cursive.

John Francis Moran
State Representative
9th Suffolk District

**Boston Water and
Sewer Commission**



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

September 22, 2025

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

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

Dear Ms. Platt-DeCosta:

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

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

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

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

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

The Commission has the following comments regarding the SPRA:

General



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



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

Water

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



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

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

Sewage / Drainage

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

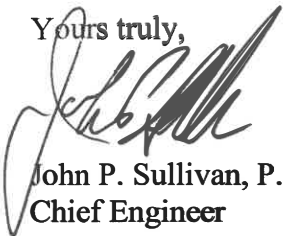


drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, TDC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

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

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/afh

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

To: Scott Greenhalgh

Project Manager

City of Boston Planning and Development

Re: 151 Lenox Street - Small Project Review

Date: September 15, 2025

Dear Mr. Greenhalgh,

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

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

Pickup/Drop-off

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

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

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

Onsite Amenities

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

Outdoor Space/Trees/Benches

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

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

Indoor Space/Community Space

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

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

Best,

Andrea Burns, Age-Friendly Boston

David Reedy, Age-Friendly Boston

The Age Strong Commission