



Planning Department

CITY of BOSTON

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: September 17, 2026

RE: Planning Department Recommendations REVISED

Please find attached, for your information, Planning Department recommendations for the September 22, 2026 Board of Appeals Hearing.

Also included are the Article 80 projects:

1200 Soldiers Field RD Allston 02134
1702 Hyde Park AV Hyde Park 02136
157 Granite AV Dorchester 02124
24 Mount Everett ST Dorchester 02125
85 Parker Hill AV Mission Hill 02120

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



Case	BOA1855587
ZBA Submitted Date	2026-05-28
ZBA Hearing Date	2026-09-17
Address	34 to 36 Cohasset ST Roslindale 02131
Parcel ID	2000070000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	Extend the existing deck out 6 feet x13 long. Change deck boards on existing deck no structural changes. Move a door where a window is currently and put the window where the door is they are side by side. Patch in siding around door and window
Relief Type	Variance
Violations	Usable Open Space Insufficient Side Yard Insufficient

Planning Context:

The proponent plans on replacing the deck with a slightly larger deck. Decks of this sort are common in this area of Roslindale and helps in keeping with the neighborhood context as most dwellings on the street have decks.

Zoning Analysis:

The property is located within a Two-Family Residential (2F-5000) subdistrict under Article 67 (Roslindale Neighborhood District). The project proposes to marginally increase the size of the existing deck by 6 ft.

Plans reviewed are titled "Proposed Deck Addition 34 Cohasset St, Roslindale", are prepared by David Sharff Architect. P.C., and dated April 5, 2026.



Recommendation:

In reference to BOA1855587, The Planning Department recommends APPROVAL .

Reviewed,

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Senior Planner



Case	BOA1825484
ZBA Submitted Date	2026-03-05
ZBA Hearing Date	2026-09-17
Address	18 Hayes RD Roslindale 02131
Parcel ID	2000406000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	Seeing approval to convert a non-habitable attic into habitable space (3 bedrooms, 1 bath, new stairway, 3 new dormers) and convert an existing first-floor sunporch into habitable space.
Relief Type	Variance
Violations	Side Yard Insufficient

Planning Context:

The property is located within a Two-Family Residential (2F-5000) subdistrict under Article 67 (Roslindale Neighborhood District), which is intended to maintain low-density residential character. The proposed expansion maintains the existing single-family residential use, preserving complete land-use consistency with the surrounding neighborhood while modernizing and optimizing the interior envelope of the structure.

Zoning Analysis:

The proposal seeks to construct three dormers to convert a non-habitable attic into three bedrooms and a bath, as well as enclose an existing first-floor sunporch into finished habitable space. Under Article 67, Section 9, a minimum side yard setback of 10 feet is required in a 2F-5000 subdistrict. The existing structure sits at nonconforming side yards of 8.9 feet on the left and 8.6 feet on the right. Because the proposed dormers and sunporch enclosure extend the building mass along these existing wall lines, zoning relief is required. Relief is appropriate because the proposed work stays entirely within the established physical footprint of the house and does not encroach any closer to the side lot lines. Furthermore, the overall height (25'-



10.5") and Floor Area Ratio (0.44 FAR) remain well within the maximum limits allowed under Article 67 (35 feet and 0.50 FAR, respectively), ensuring that the vertical extension maintains the scale, proportion, and residential character of the surrounding Roslindale neighborhood.

Recommendation:

In reference to BOA1825484, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for design review with attention to the scale of the dormers..

Reviewed,

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Senior Planner



Case	BOA1829505
ZBA Submitted Date	2026-03-19
ZBA Hearing Date	2026-09-17
Address	257 Cornell ST Roslindale 02131
Parcel ID	2000505000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	This project proposes a second story rear addition that will accommodate two new bedrooms.
Relief Type	Variance
Violations	Side Yard Insufficient

Planning Context:

The project at 257 Cornell St proposes a second story rear addition on an existing duplex. The first and second floors represent separate units and the addition would only alter the floor plan of the second unit. The first floor unit remains intact.

This site is situated in a transitional residential area where lower-density housing exists alongside more compact residential development, resulting in a diverse mix of one-, two-, and three-unit buildings. Lots in this area exhibit varying coverage and setbacks, but generally exhibit moderate lot coverage patterns.

Zoning Analysis:

This proposal has triggered a side yard violation. Plans show that the violation is a 1.2 foot side yard setback to the abutting lot. However, this is an existing nonconformity as the rear addition does not worsen the setback. Relief is recommended.

Plans reviewed are titled "Second Floor Rear Extension Plan 257 Cornell Street Roslindale, MA 02131", are prepared by HRH Consulting Design Group, and dated August 18, 2024.



Recommendation:

In reference to BOA1829505, The Planning Department recommends APPROVAL .

Reviewed,

Senior Planner



Case	BOA1827848
ZBA Submitted Date	2026-03-13
ZBA Hearing Date	2026-09-17
Address	615 to 619 Centre ST Jamaica Plain 02130
Parcel ID	1901957000
Zoning District & Subdistrict	Jamaica Plain Neighborhood Local Convenience
Zoning Article	55
Project Description	The proposal requests to remove a proviso for take out granted solely to a previous operator.
Relief Type	Conditional use
Violations	Remove existing proviso

Planning Context:

The subject property is an existing commercial space on Centre Street in Jamaica Plain, one of the key commercial areas in the neighborhood. The building has multiple commercial tenants including Café Selah. The proponent is requesting to remove a previously granted proviso for a take-out use that was only allowed for the previous operator.

Zoning Analysis:

The subject property is located in a Local Convenience subdistrict in the Jamaica Plain Neighborhood Zoning District where small take-out uses are forbidden. The existing café seeks to remove a proviso for a takeout use granted solely to the previous operator. Allowing take-out uses and removing unnecessary restrictions that allow small businesses to operate with flexibility in our changing economy supports them and the vibrancy of the surrounding neighborhood.

Recommendation:

In reference to BOA1827848, The Planning Department recommends APPROVAL .



Planning Department

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Reviewed,

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Senior Planner



Case	BOA1857490
ZBA Submitted Date	2026-06-03
ZBA Hearing Date	2026-09-17
Address	24 Rosecliff ST Roslindale 02131
Parcel ID	1804580000
Zoning District & Subdistrict	Roslindale Neighborhood 1F-6000
Zoning Article	67
Project Description	Erect dormer to extend living space to the third floor for new master bedroom
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient

Planning Context:

24 Rosecliff St is located in a medium-density residential area of Roslindale, with nearly all homes being 2.5-3 stories. The existing structure is a one-unit, 2.5-story building that is proposing adding one dormer to expand the living space to create a new master bedroom. The renovated house will remain one unit, but will add one bedrooms, a walk-in closet, and a bathroom which would make the structure go up to 3 stories. Dormers are common on this street so the proposed project is contextual to its surroundings.

The Zoning Reform team just released new draft residential zoning for Roslindale, West Roxbury and Hyde Park as part of the Neighborhood Housing Initiative. The parcel will eventually sit in a Dormer-4 district and based on the dimensions given from the plan seems to align with the new Neighborhood Housing Regulations.

Zoning Analysis:



The refusal letter states four (4) violations of the Zoning Code: Side Yard Insufficient (Article 67 Section 9), Rear Yard Insufficient (Article 67 Section 9), Floor Area Insufficient (Article 67 Section 9), and Building Height Excessive - Stories (Article 67 Section 9).

The violation of Side and Rear Yard Insufficient is an existing nonconformity and the proposed project is not worsening the nonconformity of the side yards.

The maximum FAR for this lot 0.5, the existing structure is already over the maximum FAR as it sits at 0.87. The addition of the dormer would increase the FAR to about 1. However, this addition does not increase the lot coverage and instead increases, and enhances, the livable space. The improvements to the living space are not disruptive to the neighborhood context or compromise the minimum open space. Relief is recommended.

The maximum height (stories) allowed in this subdistrict is 2.5 stories, but plans show that the proposed height is 3 stories. Three stories and dormers are contextual to the surrounding context, relief is recommended.

The plans reviewed are titled Plans for "ZBA REFUSED EPLANS_24 ROSECLIFF ST_ALT1682275" and were reviewed on 5/4/26. The plans were prepared by Colwell Group.

Recommendation:

In reference to BOA1857490, The Planning Department recommends APPROVAL .

Reviewed,

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Senior Planner



Case	BOA1783948
ZBA Submitted Date	2025-09-29
ZBA Hearing Date	2026-09-17
Address	1117 to 1125 Blue Hill AV Dorchester 02124
Parcel ID	1404550000
Zoning District & Subdistrict	Greater Mattapan Neighborhood Neighborhood Shopping
Zoning Article	60
Project Description	The application requests that a variance for change of occupancy to include a bar with live entertainment at an existing function hall be granted to a new petitioner.
Relief Type	Conditional use
Violations	Change in take out proviso

Planning Context:

The subject property is located on Blue Hill Avenue in Dorchester which is a primarily commercial corridor with neighboring residential uses on connecting side streets. The subject property is an existing, commercial use that seeks to transfer a previously granted variance for a bar with live entertainment to a new operator. No physical changes to the property are proposed.

Zoning Analysis:

A bar with live entertainment is a forbidden use in the subject neighborhood shopping zoning subdistrict. A variance for the proposed use was previously granted, and the applicant seeks to continue operating the existing use. Allowing the continuation of an existing commercial use under a new operator is appropriate and helps to support small businesses in the city.

Recommendation:

In reference to BOA1783948, The Planning Department recommends APPROVAL .



Planning Department

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Reviewed,

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Senior Planner



Case	BOA1836965
ZBA Submitted Date	2026-04-07
ZBA Hearing Date	2026-09-22
Address	25A Alabama ST Mattapan 02126
Parcel ID	1803336000
Zoning District & Subdistrict	Greater Mattapan Neighborhood R1
Zoning Article	60
Project Description	The project proposes to build a new, two-unit residential structure with two parking spaces
Relief Type	Variance
Violations	Building Lot Coverage Excessive Permeable Area of Lot Insufficient

Planning Context:

The proposed project is located on Alabama Street in Mattapan, a primarily residential area in the neighborhood. The surrounding properties mostly have one- and two-unit residential structures that are 2 to 2.5 stories tall. Most have small front and rear yards, narrow side yards, and a parking spot.

The proposed project will build a new, two-unit residential structure on a open lot. The structure will be 2.5 stories tall with parking in the rear of the lot.

The subject lot is within the PLAN: Mattapan plan area which was adopted in May of 2023. The PLAN seeks to allow infill development what reflects the existing built form of Mattapan's neighborhoods. The proposed project is generally consistent with the goals in PLAN: Mattapan, however, it must comply with the dimensional requirements in the underlying zoning.

Zoning Analysis:

The project is cited for two violations for exceeding allowable building lot coverage and failing to meet the minimum requirement for permeable lot area.



The maximum building lot coverage in the R1 zoning subdistrict is 40% for lots smaller than 5,000 square feet. The plans reviewed do not specifically report the proposed lot coverage, nor do they show the size of the proposed building floorplate. A rough calculation shows that the floorplate is approximately 1,274 square feet which would equal a lot coverage of 37 percent given the approximate 3,400 square foot lot. While this is below the maximum lot coverage of 40 percent, the applicant should provide the additional information needed to determine if the building lot coverage is below the maximum of 40 percent.

The provided plans do not show the necessary level of detail to determine if the project meets the requirement of providing at least 25 percent permeable area on the lot. The plans need to show the full extent of proposed impervious area and provide a calculation of remaining permeable area to determine if the project complies with this requirement. It appears that the project can meet the minimum requirement, however, additional detail is needed with special attention to the proposed driveway, parking, and vehicle circulation area.

The proponent should refile plans that demonstrate compliance with the building lot coverage and permeable lot area requirements.

Recommendation:

In reference to BOA1836965, The Planning Department recommends DENIAL WITHOUT PREJUDICE .

Reviewed,

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Senior Planner



Case	BOA1837747
ZBA Submitted Date	2026-04-08
ZBA Hearing Date	2026-09-22
Address	98 Mount Hope ST Roslindale 02131
Parcel ID	1806453000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	Erect new construction two-family dwelling per plans. Filing submitted in combination with ALT1827842
Relief Type	Variance, Conditional use
Violations	GPOD Applicability Lot Area Insufficient Lot Width Insufficient FAR Excessive Height Excessive (stories) Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Lot Frontage Insufficient

Planning Context:

The property is located within the Roslindale Neighborhood District (Article 67) and falls under the provisions of the Greenbelt Protection Overlay District (Article 29). The proposed project involves the new construction of a two-family dwelling, which introduces a level of density and physical footprint requiring extensive dimensional relief from the underlying neighborhood zoning. Furthermore, its placement within the Greenbelt Protection Overlay District triggers specialized review under Article 29 to ensure the development does not negatively impact natural open space, tree canopy, or environmental continuity along the greenbelt corridor.

Zoning Analysis:

The first citation concerns lot area (Article 67, Section 9).



Under Article 67, the 2F-5000 subdistrict requires a minimum lot area of 5,000 square feet. The proposal subdivides the existing 5,719-square-foot parcel into two lots, creating Lot A with a proposed lot area of 2,297 square feet for the new two-family dwelling (leaving Lot B with 3,422 square feet). Relief is appropriate because this lot creation enables needed residential infill on an underutilized portion of the property, reflecting the compact lot sizes and historical development patterns along Mount Hope Street.

The second citation concerns lot width (Article 67, Section 9).

The subdistrict regulations mandate a minimum lot width of 50 feet, whereas the subject property provides 32.90 feet. Relief is appropriate because the lot width is a pre-existing geometric condition of the parcel boundary that cannot be widened, matching the narrow lot development patterns along Mount Hope Street.

The third citation concerns lot frontage (Article 67, Section 9).

The proposal provides 32.90 feet of lot frontage along Mount Hope Street against the required 50 feet. Relief is appropriate because frontage is inherently constrained by the pre-existing lot width, yet the site design maintains direct, pedestrian entrance access and dedicated vehicular driveway access to the integral garage.

The fourth citation concerns Floor Area Ratio (FAR) (Article 67, Section 9).

The proposed two-family dwelling contains 3,979.45 square feet of gross floor area across four levels (basement, 1st floor, 2nd floor, and attic), yielding a proposed FAR of 1.70 against the maximum allowable 0.5. Relief is appropriate because the proposed floor area is efficiently contained within a compact building footprint (1,116 square feet), utilizing basement and attic levels to provide needed two-family housing and internal garage parking without creating excessive exterior physical mass.

The fifth citation concerns building height in stories (Article 67, Section 9).



The subdistrict limits building height to 2.5 stories, while the proposal features 3 stories due to fully utilizing the attic space beneath a pitched roof. Relief is appropriate because the overall physical height of the structure is 29.5 feet, well within the maximum 35-foot allowable height limit, thereby maintaining vertical scale compatibility with adjacent multi-story homes.

The sixth citation concerns usable open space (Article 67, Section 9).

The proposal provides 500 square feet of usable open space, falling short of the required 1,750 square feet. Relief is appropriate because the site layout compensates for lot area constraints by providing private rear decks and porches, as well as a dedicated rear yard area for outdoor resident use.

The seventh citation concerns front yard setback (Article 67, Section 9).

The required front yard setback is 20 feet, whereas the proposed structure is set back 5.0 feet from Mount Hope Street. Relief is appropriate to align the front facade and entrance porch with established surrounding setbacks along Mount Hope Street, while enabling the compact footprint to preserve a 15.9-foot rear yard buffer for outdoor space and tree canopy retention.

The eighth citation concerns side yard setback (Article 67, Section 9).

The code requires a minimum side yard setback of 10 feet, whereas the existing structure on the parcel provides a non-conforming 5.3 feet, and the proposed building provides a 3.6-foot side yard. Relief is appropriate because the property is already pre-existing non-conforming, and enforcing two 10-foot side yards on a 32.90-foot wide lot would restrict the new building envelope to just 12.9 feet in width.

The ninth citation concerns rear yard setback (Article 67, Section 9).

The code requires a minimum rear yard setback of 40 feet, whereas the existing parent parcel provides 73.3 feet, and the proposed building provides a 15.9-foot rear yard. Relief is



appropriate because the site layout strategically shifts the building mass forward toward Mount Hope Street to maximize the remaining rear yard space. The provided 15.9-foot rear clearance ensures a continuous, pervious rear buffer that preserves light, air, and tree canopy adjacent to neighboring lots.

The tenth citation concerns Greenbelt Protection Overlay District applicability (Art. 29 Sec. 04).

The proposal seeking to construct a new two-family residential dwelling triggers Article 29 due to the parcel's proximity to the American Legion Highway greenway corridor. The intent of the GPOD layer along American Legion Highway is to maintain a scenic green corridor and open visual buffer for passing motorists and pedestrians. Following recent on-site tree removals, the proposed structure will be directly visible from the highway view shed; however, relief and approval are appropriate. The expansive wide rights-of-way of the adjacent roadways provide substantial open-air separation and light, while the project replaces a cleared, vacant-appearing lot edge with a compact (1,116-square-foot footprint), contextually scaled two-family dwelling.

This analysis is based on plans prepared by MARCOS A DEVERS, R. P. E. titled "98 MOUNT HOPE ST ROSLINDALE, MA 02131" dated September 9th, 2026

Recommendation:

In reference to BOA1837747, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for attention to replacing lost tree canopy on site, to the extent possible..

Reviewed,

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Senior Planner



Case	BOA1851272
ZBA Submitted Date	2026-05-19
ZBA Hearing Date	2026-09-22
Address	1519 to 1521 Hyde Park AV Hyde Park 02136
Parcel ID	1809425000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Adding two dormers and a rear addition to an existing two-family house.
Relief Type	Variance
Violations	Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient

Planning Context:

This project is on a residential stretch of Hyde Park Avenue characterized by two to three story houses with sloped roofs and mid-sized yards.

Draft zoning was released for this area on July 17, 2026 as part of the Neighborhood Housing Zoning initiative. The goals of this project are to create clear, straightforward rules that better align with how Boston neighborhoods look today, making it easier for homeowners to renovate, put on additions, and adapt their properties over time.

In the proposed draft zoning, this property is in an RD-4 district. The proposed project aligns with the draft zoning, as it complies with the proposed requirements for maximum Height (3 stories), minimum Front Yard (8 feet), and Side Yard (3 foot minimum and 15 foot cumulative).

Zoning Analysis:

The proposed dormers would make the building three stories tall and therefore out of compliance with the maximum height of two and a half stories. However, this project aligns with the planning goals of the Neighborhood Housing Initiative, which include allowing property owners to increase livable area in existing homes through modest additions such as dormers.



The project is also cited for a Front Yard violation. However, Section 69-30.1 states that “If at any time in the same Block as a Lot required by this Article to have a minimum Front Yard there exist two or more Buildings fronting on the same side of the same Street as such Lot, instead of the minimum Front Yard depth specified in this Article, the minimum Front Yard depth shall be in conformity with the Existing Building Alignment of the Block.” The existing Front Yard appears to be in conformity with the Existing Building Alignment and is therefore allowed.

The project is also cited for insufficient Side Yard because the existing building does not comply with the Side Yard requirement of 10 feet. The proposed dormer would be 5.2 feet from the Side Lot Line and the proposed rear addition would be 7.8 feet from the Side Lot Line (therefore within the required Side Yard). This is however a result of the existing nonconformity and the proposed dormer and rear addition would not worsen the nonconformity by encroaching any farther into the required Side Yard than the existing building. The existing Side Yard is also similar to others in the area, which indicates a need to reform the zoning to align better with the existing built conditions.

Plans reviewed “1519 Hyde Park Ave, Hyde Park, MA 02136” prepared by “HIARCHI” and dated “4/11/2024”

Recommendation:

In reference to BOA1851272, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1879797
ZBA Submitted Date	2026-07-29
ZBA Hearing Date	2026-09-22
Address	12 Pinedale RD Roslindale 02131
Parcel ID	1805661000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	67
Project Description	Construct a 3-story, 6-unit building on a vacant lot. Includes 6 below-grade parking spaces.
Relief Type	Variance
Violations	Height Excessive (stories) FAR Excessive Lot Area Insufficient Parking or Loading Insufficient Usable Open Space Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Use: Forbidden (MFR)

Planning Context:

The project is in a residential area in Roslindale less than a quarter of a mile from the mixed-use corridor Hyde Park Avenue. The area is characterized by predominantly 3-story buildings with mid-sized front and side yards and large rear yards. The project abuts the Sherry Bessette BHA property at the rear.

Draft zoning was released for this area on July 17, 2026 as part of the Neighborhood Housing Zoning initiative. The goals of this project are to create clear, straightforward rules that better align with how Boston neighborhoods look today, making it easier for homeowners to renovate, put on additions, and adapt their properties over time.

12 Pinedale Road is proposed in the RD-6 district. RD-6 allows 6 unit, 4 story buildings as-of-right. The proposed project complies with the proposed requirements for maximum Height (4 stories), minimum Front Yard (4 feet), Side Yard (3 foot minimum and 10 foot cumulative), minimum Rear Yard (10), and Permeable Area of Lot (15%), and Building Lot Coverage (55%).



It however exceeds the proposed Building Floor Plate maximum of 2,200 sq ft (about 2,470 sq ft proposed).

The project also proposes 6 parking spaces in a basement level garage. It appears there may not be adequate space for maneuverability on the lot, however the plans do not sufficiently show the dimensions for the drive aisle and parking spaces. The plans also do not show the new curb cut which would be needed to access the parking. The project should be submitted to the Planning Department for design review to ensure appropriate maneuverability and curb cut dimensions. The proponent should also consider reducing the Building Floor Plate, which would improve maneuverability and align better with the proposed new RD-6 zoning.

Zoning Analysis:

The proposed project does not comply with the zoning requirements for minimum Front Yard (20 required), Side Yard (10 required), or maximum Height (2.5 maximum). The proposed Front Yard of 12 feet and Side Yards of 5 and 15 feet are similar to those of existing neighboring parcels. The proposed height of 3 stories is also the same as many existing buildings on this block. This indicates that the zoning should be updated to better align with existing built conditions.

The project also does not comply with the required Rear Yard of 40 ft and the maximum FAR of .5. By these measures, the project is larger than most buildings in the surrounding area. However, since the additional massing is in the rear of the building (as Front Yard, Side Yard, and Height is similar to the neighbors), there is less impact on the neighborhood.

The project is also cited for forbidden multifamily use. Relatedly, the Lot Area is insufficient for the proposed 6 units. However, allowing small multifamily projects is aligned with the neighborhood housing goals (6 units would be allowed in the proposed zoning).

The project does not meet the zoning requirement of 1,750 sq ft of Usable Open Space per dwelling unit. The project does however include over 100 sq ft of private deck space per dwelling unit, which provides good quality and highly usable space for each unit.

The project does not meet the parking requirement of 2.0 spaces per unit (12 total). The project does include 6 parking spaces in a base level garage, resulting in a parking ratio of 1:1 which is appropriate for this area.



Plans reviewed "Proposed 6 unit residence" prepared by "Timothy Sheehan Architect" and dated "1/14/2026"

Recommendation:

In reference to BOA1879797, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to maneuverability and curb cut dimensions. The proponent should also consider reducing the Building Floor Plate, which would improve maneuverability and align better with the proposed new RD-6 zoning.

Reviewed,

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Senior Planner



Case	BOA1886824
ZBA Submitted Date	2026-08-12
ZBA Hearing Date	2026-09-22
Address	372 Neponset AV Dorchester 02122
Parcel ID	1602441000
Zoning District & Subdistrict	Dorchester Neighborhood LC
Zoning Article	65
Project Description	Construct new four-story building with 10 residential units on an existing parking lot.
Relief Type	Variance, Conditional use
Violations	Height Excessive (ft) FAR Excessive Side Yard Insufficient Parking or Loading Insufficient Nonconforming Use Change Conditional Use

Planning Context:

372 Neponset Avenue is in a local business node in the Neponset Area of the Dorchester Neighborhood. This area is characterized by its residential uses served by small-scale commercial uses in close proximity to natural areas and parks along the Neponset River.

This project proposes 10 new residential units and 13 parking spots. This is a part of a companion application being filed with 367-371 Neponset Avenue (ALT1811420). The parking lot that this project is being constructed on currently serves as parking for a nearby restaurant.

Larger parcels within close proximity to local retail and services are suitable for mid- to large-scale multifamily housing development, especially when those units improve the vitality of their neighboring commercial centers and can reduce car dependency. Adding housing through the introduction of additional density near retail corridors is consistent with the planning principles outlined in Imagine Boston 2030 and the updated Housing a Changing City 2030 plans.



Zoning Analysis:

The proposed project violates five standards of the zoning code and triggers one conditional use citation.

The proposed project violates minimum side yard width requirements. The required side yard is 10 feet minimum because it abuts a residential district. The proposed side yard is cumulatively one foot wide. While a one-foot side yard condition is not optimal for an exclusively commercial use, this project proposes a residential use abutting other residential uses which have varying side yard conditions in this area.

The project also violates requirements for minimum FAR. The required FAR is 1.0 and the proposed is 1.28. The required FAR is not representative of FARs on the block. With design review, the Planning Department Design Review team could ensure that the massing will not disrupt the alignment of buildings on the block. The maximum allowed height is 40 feet and the proposed height is 46 feet. The top story is set back from the street creating a cohesive roofline between the buildings. Therefore, the dimensional violations are recommended for relief.

Residential uses are conditional uses in Local Convenience subdistricts, and the proposed change in use is from one nonconforming use to another. Therefore, the BOA must grant permission to legalize the change. According to Article 6-3, the standards for recommending approval of a conditional use are broadly that the proposed use at the proposed location will not adversely affect the neighborhood, create any hazards, or fail to comply with the provisions of applicable zoning overlays. A multifamily residential use in this location is appropriate and would serve to activate an existing retail corridor. Therefore, the conditional use citation and nonconforming use change are recommended for approval.

The proposed project's use is in line with many buildings in the area, and it is in line with City planning goals related to housing. Therefore, the zoning violations are recommended for relief.



with design review to maximize cohesion and alignment with the scale of existing buildings in this area.

Plans reviewed are titled, "372 Neponset Ave", prepared by RODE, and dated 6/12/2026.

Recommendation:

In reference to BOA1886824, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to make additional revisions to the building design where possible to improve alignment with the scale of existing buildings.

Reviewed,

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Senior Planner



Case	BOA1886827
ZBA Submitted Date	2026-08-12
ZBA Hearing Date	2026-09-22
Address	367 to 371 Neponset AV Dorchester 02122
Parcel ID	1602441000
Zoning District & Subdistrict	Dorchester Neighborhood LC
Zoning Article	65
Project Description	Remove the proviso which legalizes the existing parking lot.
Relief Type	Variance
Violations	Parking or Loading Insufficient

Planning Context:

This project site is in a local business node in the Neponset Area of the Dorchester Neighborhood. This area is characterized by its residential uses served by small-scale commercial uses in close proximity to natural areas and parks along the Neponset River.

This is a companion application with 372 Neponset Avenue (ERT1792419). This project removes an existing proviso which previously legalized the parking at this address. The new proposed use to be at 372 Neponset Ave will activate the corridor and is appropriate for a large parcel in this area.

Zoning Analysis:

The removal of proviso and parking for the nearby restaurant is a change that would cause the restaurant use to be out of compliance with minimum parking requirements. This violation is the result of outdated parking minimums. There are a mix of uses already present on this block with noncompliant parking ratios. Therefore, the insufficient parking violation is recommended for approval.

Plans reviewed are titled, "Mortgage Inspection Plan", prepared by Boston Survey Inc., and dated 4/26/2021.



Recommendation:

In reference to BOA1886827, The Planning Department recommends APPROVAL.

Reviewed,

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Senior Planner



Case	BOA1770910
ZBA Submitted Date	2025-08-29
ZBA Hearing Date	2026-09-22
Address	655 Morton ST Mattapan 02126
Parcel ID	1404675000
Zoning District & Subdistrict	Greater Mattapan Neighborhood R2
Zoning Article	60
Project Description	The proposed project would be the construction of a new ADU in the basement of an existing three-unit building.
Relief Type	Variance
Violations	Off Street Parking Regulations

Planning Context:

The proposed project would be the conversion of an unoccupied basement into an accessory dwelling unit in a currently three-unit three- story building. The work would be mostly interior with the only exterior work being the conversion of a front window to an entrance for the new ADU and the addition of two window wells for egress. The surrounding context is mostly residential with a mixture of unit count. The site was formerly 3F-5000 zoning but rezoned to R2 in 2024 with the implementation of new residential zoning from PLAN: Mattapan.

Zoning Analysis:

The zoning refusal reviewed the project under the former zoning of 3F-5000, and used inaccurate zoning for the allowed uses on site. Three-units were allowed in the 3F-5000 zoning and continue to be allowed in R2 zoning. As well, ADUs are allowed in R2 zoning when they bring the unit count of three units to four units. Therefore the zoning violations “extension of a non-conforming use” and “use regulations in residential subdistricts” are not applicable to this case.



The only zoning relief the proposed would need is for the insufficient amount of off-street parking. Due to the new unit, there would be one parking space required. The lot is mostly occupied by the existing structure and to build a sufficient parking space would be a challenge that would include removing a portion of the existing structure. It is recommended the proponents receive relief for this violation.

“Basement Renovation Project” Drawn by Marty Sonbolian (Not Dated)

Recommendation:

In reference to BOA1770910, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in blue ink, appearing to read "J. H. Han".

Senior Planner



Case	BOA1865016
ZBA Submitted Date	2026-06-25
ZBA Hearing Date	2026-09-22
Address	1511 to 1525 Washington ST Roxbury 02118
Parcel ID	0900190000
Zoning District & Subdistrict	South End Neighborhood NDA
Zoning Article	64
Project Description	The project proposes a change of occupancy to allow for kindergarten and elementary school uses.
Relief Type	Conditional Use
Violations	Conditional Use: Kindergarten/Elementary School

Planning Context:

1511 to 1525 Washington Street is located in the South End Landmark District. The site is roughly three quarters of a mile from The Massachusetts Avenue and Back Bay MBTA stations and is within one block of bus MBTA stations serving the number 8, 10, and 15 buses as well as the Silver 4 and 5 lines. Across West Brookline Street are two parks: Blackstone Square and Franklin Square, and the Blackstone Community Center and School are within the subject block. The surrounding area is highly residential with supporting commercial uses along Washington Street and Shawmut Avenue.

This parcel is located in both the Coastal Flood Resilience (CFROD) and the Groundwater Conservation (GCOD) overlay districts, as well as Restricted Parking and Restricted Roof districts. The project does not trigger CFROD Resilience Review or Boston Water and Sewer Commission review, but proposed exterior facade work must be reviewed by the South End Landmarks District Commission.

The project seeks an official change of occupancy to allow for Kindergarten and Elementary school uses at the location of the former Stella's restaurant and most recently the Croft School. While the Croft School is no longer in operation, the school will be taken over by the newly



formed South End Village Academy. Work includes first floor and basement renovation and minor exterior renovations to create an accessible entrance.

Zoning Analysis:

The requested change of occupancy requires conditional approval of Kindergarten and Elementary school uses, per Table B or Article 64 of the Boston Zoning Code. Conditions of approval are subject to criteria set forth in Article 6, including appropriateness of the location for the use and consideration of impacts the use may have on the neighborhood, vehicles and pedestrians. The subject location has operated as the Croft School since 2022, and is seeking formal use approval to continue operating as a school, now under a different name. Staff supports the requested conditional use as the school provides community services and is appropriately scaled within the existing neighborhood fabric.

Plans reviewed are titled "The Croft School: South End," prepared by Local Studio Inc. and dated December 2021.

Recommendation:

In reference to BOA1865016, The Planning Department recommends APPROVAL.

Reviewed,

A blue ink signature, likely of the Senior Planner, written over a circular stamp.

Senior Planner



Case	BOA1862710
ZBA Submitted Date	2026-06-18
ZBA Hearing Date	2026-09-22
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/S: the plans shall be reviewed and approved by the Boston Water & Sewer Commission due to its location within the Groundwater Conservation Overlay District (GCOD) and that plans be submitted to the Planning Department for design review with attention to the setback of the addition from the front facade.

Reviewed,

A handwritten signature in blue ink, likely belonging to the Senior Planner.

Senior Planner



Case	BOA1860539
ZBA Submitted Date	2026-06-12
ZBA Hearing Date	2026-09-22
Address	795 Saratoga ST East Boston 02128
Parcel ID	0100941000
Zoning District & Subdistrict	East Boston Neighborhood East Boston Residential (EBR-3)
Zoning Article	53
Project Description	Renovate the existing three-unit residential building with a rear addition and new dormers.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Side Yard Insufficient

Planning Context:

The proposed project would add a rear addition and roof deck to an existing 3 unit building with no change in occupation. PLAN: East Boston was adopted by the BPDA Board on January 18th, 2024. Its accompanying zoning amendments were approved by the BPDA Board on March 14th 2024 and adopted by Boston Zoning Commission on April 24th, 2024. The new zoning promotes small scale additions to existing one and two family homes. This project is responsive to these changes and works to fit within existing neighborhood character.

Zoning Analysis:

The first violation is in regard to roof structure restrictions. The proposed project is adding shed dormers to the existing structure. The proposed dormers would change the roofline of the building as visible from the street. These proposed dormers do not increase the overall height of the building, as their peak is underneath the existing roofline. The proposed addition also falls underneath the maximum height in feet allowed, pointing to its appropriate fit in the district. The proposed height would be 31 feet, while the zoning code allows for 35 feet. In addition, side dormers of this style are incredibly common in this area, with many similarly sized structures



having similarly sized dormers, again pointing to the appropriate fit within the neighborhood context.

The proposed project is triggering a violation in regards to the side setback. There is a 3 foot side yard requirement and the proposed project would only have a side yard of 9 Inches. This is a result of taking the existing width of the building and adding a addition to the rear yard.

“Section 53-30. - Nonconformity as to Dimensional Requirements” states that:

Horizontal Extensions. A nonconforming Side Yard or Rear Yard may be extended horizontally, provided that the extension:

1. does not encroach any farther than the Side Yard or Rear Yard established by the existing nonconformity into the same Side Yard or Rear Yard
2. and does not encroach farther than the existing Building into a required Front Yard.

As the proposed project is not encroaching further into the side yard or the front yard, the building meets this requirement and this violation should potentially be dropped.

Recommendation:

In reference to BOA1860539, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for design review with focus on the design of the shed dormers.

Reviewed,

A blue ink signature, likely of a Senior Planner, written over a circular stamp.

Senior Planner



Case	BOA1776392
ZBA Submitted Date	2025-09-17
ZBA Hearing Date	2026-09-22
Address	248 to 250 Everett ST East Boston 02128
Parcel ID	0105132000
Zoning District & Subdistrict	East Boston Neighborhood East Boston Residential (EBR-3)
Zoning Article	53
Project Description	Gut renovation of an existing single-family residence, including addition of a fourth story, terrace, one off-street parking space, and groundwater recharge system to support change of occupancy into a four-unit multifamily residence.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Height Excessive (ft) Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient Use: Forbidden (Household Living 3-6 Dwelling Units)

Planning Context:

The subject property at 248-250 Everett Street is an existing three-story, single-family residential building situated on a corner lot at the intersection of Everett Street (a public way) and Everett Court (a private way). The surrounding urban fabric is characterized by dense, low-to-medium-scale residential structures, predominantly two-and-a-half-story pitched-roof houses and traditional triple-deckers. Parcels in the immediate vicinity are relatively constrained in lot area, featuring minimal-to-nonexistent front, side, and rear yard setbacks. Given the limited ground-level open space, roof decks and rear balconies are common design elements. Despite proximity to Boston Logan International Airport and the predominant three-story scale, adjacent properties such as 254 Everett Street set a direct precedent for four-story structures within the existing residential fabric.



The proposed scope of work supports this residential project by expanding the livable area of the property through a fourth-story addition and an extension into the basement level, while maintaining an identical ground-floor footprint to the existing structure. While the parcel is located in close proximity to the Coastal Flood Resilience Overlay District (CFROD), no portion of the lot falls within the CFROD boundary. Additionally, the project introduces an approximately two-foot overhang extending over the Everett Street sidewalk, requiring the proponent to file for a discontinuance through the Public Improvement Commission (PIC).

This residential conversion project from a single-family dwelling to a four-unit multifamily dwelling directly supports the overarching housing goals outlined in PLAN: East Boston (2024). Specifically, the PLAN calls for expanding access to diverse housing options and increasing housing production. In Jeffries Point, this multifamily conversion aligns with specific neighborhood strategies by introducing a contextual mix of housing types that increase density while respecting the low-to-medium-scale residential fabric. The property is also subject to the Groundwater Conservation Overlay District (GCOD) and the Restricted Roof District: East Boston Neighborhood. Because the scope of work does not trigger any of the applicability criteria under Section 32-3, review under the GCOD is not required.

Zoning Analysis:

The Refusal Letter cites violations for Excessive Height in Feet and Stories, Insufficient Front and Side Yards, while also requiring relief for a forbidden use and a Conditional Use Permit pursuant to Section 53-25. The subject lot is located within the East Boston Residential (EBR-3) Subdistrict, which permits up to six residential units on lots with at least 55' of frontage. Because 248-250 Everett Street features only 18.5' of frontage, standing zoning limits the lot to three units. Despite these lot constraints, the proposed expansion to four units is highly contextual with surrounding development and further supported by two adjacent EBR-4 subdistricts that encourage higher residential density. Furthermore, the site is exceptionally well-served by transit, making it an ideal location for small-scale density increases. Given this strong contextual alignment and policy support under PLAN: East Boston, the Planning Department supports relief for this forbidden use.

The insufficient front and side yards represent pre-existing non-conforming conditions resulting from the constrained 18.5' lot width, and these tight setbacks match the prevailing dense fabric of the neighborhood. Because the proposed scope of work does not alter or worsen the ground-floor building footprint, relief is appropriate. Regarding height, the proposed fourth-story addition creates new height violations in both feet and stories, proposing an overall height of four stories



and 38'-2". This scale is consistent with 254 Everett Street directly across the street, which is already four stories and approximately 38' in height with a much greater overall structural massing. Based on this established precedent, relief is recommended for both height violations.

Finally, Section 53-25 requires a Conditional Use Permit for the addition of the proposed roof deck. The proposed design positions the roof deck to the rear of the fourth-story addition rather than directly on top of it, managing its impact on the overall building height, as well as its visibility from the Everett Street public realm. This design satisfies the standards of Section 53-25, avoids creating a public nuisance, and minimizes impact on the streetscape, as such, the Planning Department supports the issuance of this Conditional Use Permit.

Plans reviewed are titled "Proposed Vertical Expansion 250 Everett Street East Boston, MA" prepared by T Design, LLC. and dated 07/12/2022.

Recommendation:

In reference to BOA1776392, The Planning Department recommends APPROVAL .

Reviewed,

A blue ink signature, likely of the Senior Planner, written over a circular stamp.

Senior Planner



Case	BOA1830082
ZBA Submitted Date	2026-03-20
ZBA Hearing Date	2026-09-22
Address	21 Cotuit ST West Roxbury 02132
Parcel ID	2009091000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Construction of a new single-family dwelling. Construction does not include the installation or modification of Energy Storage Systems (ESS), nor does it require an automated parking system or mechanical car lift.
Relief Type	Variance
Violations	Lot Area Insufficient Lot Width Insufficient FAR Excessive Front Yard Insufficient Rear Yard Insufficient Lot Frontage Insufficient Side Yard Insufficient

Planning Context:

The property is located within a Single-Family Residential (1F-6000) subdistrict, which is designed to preserve low-density single-family neighborhoods. The proposed project consists of a new single-family dwelling, which is a permitted use in this subdistrict and maintains complete land-use consistency with the surrounding neighborhood.

Zoning Analysis:

The first citation concerns Lot Area.

The 1F-6000 subdistrict requires a minimum lot area of 6,000 square feet. The subject property contains approximately 3,800 square feet, resulting in an undersized lot for new single-family construction and requiring zoning relief. Relief is appropriate as (example) 3,800-square-foot



parcels are common along Cotuit Street and reflect the historical subdivision and development pattern of the immediate neighborhood.

The second citation involves Lot Width.

The zoning code mandates a minimum lot width of 60 feet, whereas the subject property provides a width of 40.0 feet along Cotuit Street. Because the lot cannot meet the strict dimensional width requirement for 1F-6000, zoning relief is required. Relief is appropriate because the proposed footprint fits comfortably within the lot's proportions without overbuilding, matching the lot width profiles of adjacent residences.

The third citation relates to Floor Area Ratio (FAR).

The proposed 2-story dwelling introduces approximately 1,134 square feet per floor on a 3,800-square-foot lot, exceeding the maximum allowable FAR for this subdistrict and requiring zoning relief. Requested relief is appropriate as the proposed height, massing, and total living area remain modest and consistent with the existing 1- to 2-story single-family dwellings along Cotuit Street.

The fourth citation concerns Front Yard Insufficient.

The City of Boston Zoning Code (Article 56, Section 8) requires a minimum front yard setback of 20 feet, whereas the proposed residence provides a front yard setback of approximately 12.0 feet from Cotuit Street. As such, zoning relief is required. Relief is appropriate because providing a 12.0-foot front yard setback aligns with the existing building alignment on the street, preserving the established streetscape character.

The fifth citation concerns the Rear Yard Setback.

The zoning code requires a minimum rear yard setback of 30 feet, whereas the main proposed structure provides a rear setback of 21.0 feet (and 6.9 feet to the rear bulkhead/steps). Because



the proposal encroaches into the required 30-foot rear buffer, zoning relief is required. Relief is appropriate given the depth constraints of the lot, allowing for reasonable residential living space while maintaining adequate separation from the rear property line.

The sixth citation relates to Lot Frontage.

The property provides 40.0 feet of street frontage along Cotuit Street, which falls below the minimum required street frontage for a single-family parcel in the 1F-6000 subdistrict, requiring zoning relief. This nonconforming frontage is a pre-existing lot condition. Furthermore, the parcel (Lot 88) shares identical dimensional characteristics with the immediately adjacent parcel (Lot 87), both providing 40.0 feet of street frontage and 3,800 square feet of total lot area. Relief is appropriate because the proposed project maintains complete consistency with the established lotting pattern on Cotuit Street while providing safe, direct, and sufficient vehicular and pedestrian access.

The seventh citation concerns the Side Yard Setback.

The zoning code requires a minimum side yard setback of 10 feet. As shown on the site plan, the proposal provides side setbacks of 6.1 feet on the right (east) side and 6.9 feet on the left (west) side. Because these setbacks fall below the 10-foot requirement, zoning relief is required. Relief is appropriate because the need for reduced side yards is directly necessitated by the lot's pre-existing nonconforming width of 40 feet. Furthermore, the proposed setbacks maintain complete spatial harmony with neighboring detached single-family structures along Cotuit Street.

This analysis is based on plans prepared by Spruhan Engineering, P.C. titled "21 COTUIT STREET, WEST ROXBURY" dated July 27, 2026.

Recommendation:

In reference to BOA1830082, The Planning Department recommends APPROVAL .



Planning Department

CITY of BOSTON

Reviewed,

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Senior Planner



Case	BOA1787126
ZBA Submitted Date	2025-10-09
ZBA Hearing Date	2026-09-22
Address	86 Walworth ST Roslindale 02131
Parcel ID	2001175000
Zoning District & Subdistrict	Roslindale Neighborhood 2F-5000
Zoning Article	Article 67
Project Description	Converting an existing two-unit, two and a half story building to a three-story, six-unit building. Includes eight parking spaces.
Relief Type	Variance
Violations	Height Excessive (stories) Parking or Loading Insufficient FAR Excessive Usable Open Space Insufficient Use: Forbidden (MFR)

Planning Context:

This project was deferred from the ZBA hearing on 8/11/2026. Because no new plans have been submitted, the Planning Department's recommendation has remained the same.

The proposed project is in a residential area just outside of the study area of the Roslindale Square: Squares + Streets Small Area Plan, adopted by the BPDA Board in February 2025. For residential areas in and around the Roslindale Square, the Land Use and Design Framework in the Plan includes the following recommendation: "Where this Plan envisions continued small-scale residential uses and incremental growth, update residential zoning to reflect existing built patterns, support safe walking routes to Roslindale Square, and enable the development of Accessory Dwelling Units (ADUs) and small multi-unit residential buildings."

Draft zoning was released for Walworth Street on July 17, 2026, as part of the Neighborhood Housing Zoning initiative. The goals of this project are to create clear, straightforward rules that better align with how Boston neighborhoods look today, making it easier for homeowners to renovate, put on additions, and adapt their properties over time. In the proposed draft zoning, 86



Walworth St is in an RD-4 district. The proposed project is mostly aligned with the draft zoning, as it complies with the proposed requirements for maximum Height (3 stories with a sloped roof), maximum Building Lot Coverage (30%), minimum Permeable Area of Lot (25%), and minimum Front Yard (8 ft), Side Yard (15 ft cumulative, 3 ft minimum) and Rear Yard (15 ft).

Because of the large rear addition, the project does seem to be above the maximum allowed Building Floor Plate in the draft zoning (2,400 sq ft max, proposed is about 3,625 sq ft).

However, the design of the building means that it reads as two buildings each with compliant floor plates.

The project also exceeds the proposed maximum allowed units of 4. However, the proposed zoning also creates a pathway for projects with additional dwellings units through a conditional use permit. The draft zoning states that “In reaching its decision [to grant a conditional use permit], the Board of Appeal shall consider whether such Proposed Project has the potential of increasing accessibility and affordability in the immediate vicinity as well as compatibility with the surrounding area.”

Zoning Analysis:

The proposed project is three stories with a sloped roof, exceeding the allowed height of two and a half stories. However, there are other three-story buildings on the block, making the proposed height in context with the surrounding area. The sloped roof in the proposed design also helps keep the proposed building in context with the neighborhood.

The project also does not comply with the required usable open space of 1,750 sq ft per dwelling unit. The proposed project includes usable open space in the form of a large backyard and individual decks for each unit, giving it a total of 5,357 sq ft or 888 sq ft per dwelling unit. Although this does not comply with the zoning, this is a substantial amount of usable open space for a small multi-family project and includes quality spaces in the form of both contiguous yard space and private deck spaces.

The project also does not comply with the minimum parking requirement of 2 spaces per dwelling unit, or 12 spaces total. The project does provide a substantial amount of parking with 8 spaces, or a ratio 1.33. However, it also appears that there is not enough space in the drive aisle for cars to turn in and out of the six proposed perpendicular parking spaces. The project should therefore receive design review to ensure adequate maneuverability. If the two visitor

BOA1787126

2026-09-22

2 Planning Department



spaces at the end of the driveway were eliminated, this may provide space to maneuver in and out of the six perpendicular spaces. This would result in a reduction of parking spaces, however, a lower parking ratio would be appropriate in this area, as it is highly transit accessible (as exemplified by its inclusion in the Squares + Streets initiative).

The project also proposes a multifamily use, which is forbidden in this 2F district. However, this use aligned with the goals of Roslindale Squares + Streets and Neighborhood Housing, which include creating more housing throughout neighborhoods, especially in areas with access to transit and other amenities. This is also an unusually large lot (12,651 sq ft) which makes it particularly appropriate for a multifamily project.

The project also has a proposed FAR of about 0.81 and therefore exceeds the allowed FAR of 0.5. Most of the additional massing would be in the rear of the lot, minimizing the impact of the surrounding area. Additionally, because of the large lot size, there is also room to provide substantial usable open space in addition to the six-unit building.

Plans reviewed "PROPOSED RENOVATION & ADDITION 6 UNIT MULTI-FAMILY" prepared by "Choo & Company, Inc" and dated "7/2/2025"

Recommendation:

In reference to BOA1787126, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to parking maneuverability.

Reviewed,

A blue ink signature, likely of the Senior Planner, written over a circular stamp.

Senior Planner



Case	BOA1835904
ZBA Submitted Date	2026-04-02
ZBA Hearing Date	2026-09-22
Address	105 Pleasantview ST Hyde Park 02136
Parcel ID	1807257000
Zoning District & Subdistrict	Hyde Park Neighborhood 1F-6000
Zoning Article	69
Project Description	Convert a one-unit home into a two-unit home via a second story addition.
Relief Type	Variance
Violations	FAR Excessive Front Yard Insufficient Rear Yard Insufficient Use: Forbidden

Planning Context:

This project originally went to the ZBA on July 14th, but had to be sent back for an omitted forbidden use violation. This recommendation reflects the updated list of violations.

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

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

Zoning Analysis:



This proposal has triggered four zoning violations: excessive FAR, front and side yard excessive, and forbidden use.

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

The existing front yard setback is 19.7 feet, while the side yard setbacks measure 11.5 feet on one side and 14 feet on the other. The required minimum front yard setback is 25 feet. However, this is an existing nonconformity, as the proposed addition does not further reduce the front yard setback. The required minimum side yard setback is 10 feet. While neither the plans nor the refusal letter explicitly explain how the side yard violation is triggered, the plans indicate that the proposed exterior stairway to the second-floor unit may encroach into the required setback. Because this encroachment is necessary to provide access to the new unit and is modest in scale, relief is recommended.

A two unit home is a forbidden use in this single family zoning district. However, two-unit homes are already a prevalent use on this block, including examples at 80 Pleasantview St, 86 Pleasantview St, and 91 Pleasantview St. Furthermore, the second unit will be added as a second story addition to the existing home. Two story homes are a dominant form in this area and exterior updates made to accommodate a second unit remains aligned with the character of the built environment. Relief is recommended.

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

Recommendation:

In reference to BOA1835904, The Planning Department recommends APPROVAL .



Planning Department

CITY of BOSTON

Reviewed,

A handwritten signature in blue ink, appearing to read "J. Hunter", enclosed within a faint blue rectangular border.

Senior Planner



Case	BOA1810051
ZBA Submitted Date	2026-01-07
ZBA Hearing Date	2026-09-22
Address	1 Hopkins PL Mattapan 02126
Parcel ID	1800349020
Zoning District & Subdistrict	Greater Mattapan Neighborhood R1
Zoning Article	Article 60
Project Description	The proposed project is the new construction of a six-unit three-story residential building.
Relief Type	Variance
Violations	Off Street Parking Regulations Forbidden Use

Planning Context:

The proposal was originally scheduled for the June 2, 2026 hearing, it then got deferred to the August 11, 2026 hearing, however it was deferred once again with no new updates. The Planning Department's recommendation remains the same. The proposed project would be developing a six-unit three story multifamily building in a presently unoccupied lot. The lot at 9,084 SF which is about double the typical lot in the neighboring context and is located at the dead end of Hopkins Place surrounded on three sides by the rear yards of numerous homes. The proposed building will occupy about 4,500 SF in the eastern portion of the lot. Adjacent to the street access in the western portion of the lot will be a paved parking area with eight parking spaces. The site is within the catchment area of PLAN: Mattapan, passed May 2023 and the site was rezoned in April 2024. PLAN: Mattapan highlights the need for additional housing stock in the neighborhood; however, it also emphasizes the importance of respecting the neighborhood's historically low-density, low rise nature. This project is filed with 2 Hopkins Place and due to the unit count exceeding seven units, Article 79 Inclusionary Zoning would be applicable to both.

Zoning Analysis:



The project would be a proposed 6-unit building and a front yard facing off street parking surface lot which is forbidden. The project does not have any dimensional violations and accommodates the necessary minimum of parking and beyond by three spaces. The proponent should consider a revised version of the proposal that would instead locate the parking to the rear of the site with the proposed building facing the front instead. In this adjustment, the proponent should be open to lowering the parking count to an amount that allows more opportunity for reconfiguration but still provides the minimum amount of spaces.

"Proposed 6-Family Development 1 Hopkins Place Mattapan, MA 02126" Drawn by Choo & Company Inc. Dated July 7th, 2025

Recommendation:

In reference to BOA1810051, The Planning Department recommends APPROVAL W/PROVISO: that no variance be granted for the location of the parking, and that plans be submitted to the Planning Department for review with attention to reducing and reconfiguring the parking to improve the site layout.

Reviewed,

A handwritten signature in blue ink, appearing to read "J. H. Han".

Senior Planner



Case	BOA1810052
ZBA Submitted Date	2026-01-07
ZBA Hearing Date	2026-09-22
Address	2 Hopkins PL Mattapan 02126
Parcel ID	1800348000
Zoning District & Subdistrict	Greater Mattapan Neighborhood R1
Zoning Article	60
Project Description	The proposal is a new three-unit three-story building.
Relief Type	Variance
Violations	Rear Yard Insufficient Off Street Parking Regulations Building Lot Coverage Excessive Forbidden Use

Planning Context:

This proposal was originally scheduled for the June 2, 2026 hearing, it then got deferred to the August 11th, 2026 hearing, however it was deferred once again. There have been no new updates and the Planning Department's recommendation remains the same. The proposed project would be developing a three-unit three story multifamily building in a presently unoccupied lot. The lot at 5,704 SF which is about the typical lot sizing in the neighboring context and is located at the dead end of Hopkins place. The proposed building will occupy about 1,475 SF in the southern portion of the lot. Adjacent to the street access in the northern portion of the lot will be a paved parking area with four parking spaces. The site is within the catchment area of PLAN: Mattapan, passed May 2023 and the site was rezoned in April 2024. PLAN: Mattapan highlights the need for additional housing stock in the neighborhood; however, it also emphasizes the importance of respecting the neighborhood's historically low-density, low rise nature. This project is filed with 1 Hopkins Place and due to the unit count exceeding seven units across both projects, Article 79 Inclusionary Zoning would be applicable to both.

Zoning Analysis:



The proposed project use of three units is forbidden as the R1 zoning only allows up to two units. The additional third unit is welcomed as it would trigger state building code requirements for development of an accessible unit and sprinkler system for fire safety. The proposed project also has a violation for the location of the parking being in the front yard of the site. The proponents should adjust the parking in a way which minimizes its location in the front yard. Reducing the parking to the minimum of three spots can aid in this.

The Proposed Project also presently has two dimensional violations. One violation being excessive building lot coverage of 33% when the maximum coverage is 30%. The proponent should consider shrinking space in the building to meet 30% maximum. The other dimensional violation is an insufficient rear yard setback of 11'-0" when the minimum depth is 20'. Due to the orientation of the site being essentially a 90 degree rotation of the typical rectangular lot with the long side being front facing, this is a specific challenge of the site and can be recommended for relief.

"Proposed 3-Family Development 2 Hopkins Place Mattapan, MA 02126" Drawn by Choo & Company Inc. Dated July 7th, 2025

Recommendation:

In reference to BOA1810052, The Planning Department recommends APPROVAL W/PROVISO that plans be submitted to the Planning Department with specific attention to reducing lot coverage amount and improving the parking layout.

Reviewed,

A blue ink signature, likely of the Senior Planner, written in a cursive style.

Senior Planner



Case	BOA1782691
ZBA Submitted Date	2025-09-25
ZBA Hearing Date	2026-09-22
Address	121R River ST Mattapan 02126
Parcel ID	1703854000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-6000
Zoning Article	65
Project Description	The proposed would be the conversion of an existing unattached garage into an ADU.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Side Yard Insufficient Lot Area Insufficient Two or More Dwelling Same Lot

Planning Context:

The proposed project was originally scheduled for the August 11th hearing but was deferred with the addition of a new parking space. The planning recommendation remains the same. The proposal would be the conversion of an unattached garage in the rear yard of a two and a half story, two-unit dwelling into a Accessory Dwelling Unit (ADU). The ADU conversion will not expand the footprint of the garage and will only expand the second floor of it with newly constructed dormers. The property is on the corner lot of River St and Idaho St with the existing residence facing River St and the garage having a direct driveway from Idaho St with existing outdoor surface off-street parking. The surrounding area is mostly residential with a mixture of all scales from one-unit to multi-units. The site is within the Lower Mills West Neighborhood Design Overlay District established to protect the historic character, existing scale and quality of the local environment.

Zoning Analysis:



The proponents are seeking relief for five zoning violations. Two violations of insufficient side yard and rear yard are existing and will not be worsened by the proposed work as the ADU conversion will not expand the footprint of the existing garage. The lot area is insufficient at 5,212 SF due to the minimum required being 6,000 SF, however this is another existing zoning violation that will not be worsened. Due to the new occupiable space developed in the ADU the proposed floor area ratio is excessive at 0.56 due to the maximum being 0.4. Lastly due to the new ADU, there will be a violation of two or more dwellings on the same lot.

While most of the design of the proposed ADU is in line with the Boston ADU guidebook for conversion of an existing garage, the proposed off street parking is not in line with design recommendations. Two of the parking spaces were included in the original plot plan and would be from existing paved area, however one new parking space has been proposed since the project was deferred to be developed from added gravel. It is recommended that the proponent removes the new proposed space. The remainder of the proposal is following the design recommendations and necessary building code upgrades provided by the guidebook. In other zoning districts with updated regulations more reflective of present city and state policy for ADUs this ADU design would be zoning compliant. Zoning reform should be considered in this district to accommodate ADUs in line with City and State recommendations.

“ADU” Drawn by Rosa Design Construction LLC Dated January 27th, 2027

Recommendation:

In reference to BOA1782691, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with specific attention to meeting the design recommendations of the Neighborhood Design Overlay District and the removal of the additional parking space.

Reviewed,

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Senior Planner



Case	BOA1801106
ZBA Submitted Date	2025-11-25
ZBA Hearing Date	2026-09-22
Address	213 to 221 Bowdoin ST Dorchester 02122
Parcel ID	1501311000
Zoning District & Subdistrict	Dorchester Neighborhood LC
Zoning Article	65
Project Description	Construct a second-story addition above the existing commercial building to create seven new residential units (five two-bedroom and two one-bedroom units), while retaining the existing ground-floor commercial use.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Parking or Loading Insufficient Screening and buffering

Planning Context:

The property contains an existing one-story commercial building occupied by a market and is located within a neighborhood commercial corridor.

The proposal is to construct a second-story addition containing seven residential dwelling units above the existing commercial building while retaining the ground-floor commercial use. The project adds five two-bedroom units and two one-bedroom units without expanding the building footprint.

The proposal introduces additional housing while maintaining the existing commercial use and established neighborhood-serving retail. Similar mixed-use buildings with residential units above commercial space are located adjacent to and in the immediate vicinity of the site, making the proposal consistent with the surrounding development pattern.



This case was originally scheduled for the August, 2026 ZBA hearing and was deferred; no new plans have been submitted since that time, and the Planning Department's recommendation remains unchanged.

Zoning Analysis:

The proposed project constructs a second-story addition above an existing commercial building to create seven residential dwelling units while retaining the existing ground-floor commercial use. The proposal adds five two-bedroom units and two one-bedroom units without expanding the existing building footprint.

Article 65, Section 16, Floor Area Ratio (FAR): The proposal results in a Floor Area Ratio (FAR) of 1.34, exceeding the maximum permitted FAR of 1.0 within the Local Convenience (LC) Subdistrict. The additional floor area is limited to a second-story addition above the existing commercial building. Similar mixed-use buildings with residential units above commercial space are located adjacent to and within the surrounding area, making the proposed intensity compatible with the established development pattern.

Article 65, Section 16, Usable Open Space: The proposal does not provide the required usable open space for the proposed residential units. The existing building is constructed to the property lines, leaving no available area to accommodate usable open space. Because the proposal consists solely of a second-story addition, the existing building footprint and site conditions remain unchanged.

Article 65, Section 41, Off-Street Parking: Seven off-street parking spaces are required for the seven proposed residential units. The property currently contains three off-street parking spaces, and the proposal does not increase the existing parking supply, resulting in a deficiency of four spaces. The project maintains the existing building footprint and ground-floor commercial use, limiting opportunities to provide additional parking. The property is located in a transit-rich area with access to public transportation, reducing reliance on private vehicles and making the requested parking relief appropriate.

Article 65, Section 39, Screening and Buffering: Zoning relief is required for screening and buffering. The proposal introduces residential units above an existing commercial building while maintaining the existing building footprint and overall site layout. The applicant should work with the City of Boston through the design review process to develop an appropriate screening and



buffering plan that is compatible with the surrounding neighborhood and minimizes potential impacts on adjacent properties.

Article 79 – Inclusionary Zoning: The proposal creates seven new residential dwelling units and is therefore subject to the requirements of Article 79 of the Boston Zoning Code, as applicable. Prior to the issuance of a building permit, the applicant shall comply with the Inclusionary Zoning requirements, including execution of a Housing Agreement with the City of Boston.

Plans titled "213 Bowdoin Street, Dorchester, MA – Proposed 7 Units Apartments Addition," prepared by M&T Constructions + Design and dated August 18, 2025, were reviewed in support of this recommendation.

Recommendation:

that the applicant execute a Housing Agreement in accordance with Article 79 In reference to BOA1801106, the Planning Department recommends APPROVAL WITH PROVISOS that revised plans be submitted to the Planning Department for design review and that the applicant execute a Housing Agreement in accordance with Article 79 – Inclusionary Zoning prior to the issuance of a building permit.

Reviewed,

A blue ink signature, likely of the Senior Planner, written over a circular stamp.

Senior Planner



Case	BOA1825854
ZBA Submitted Date	2026-03-06
ZBA Hearing Date	2026-09-22
Address	57 Mount Vernon ST Dorchester 02125
Parcel ID	0702824000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-3000
Zoning Article	65
Project Description	Adding a curb cut to make side yard accessible for off-street parking or off-street loading. Pour new concrete to create driveway entrance.
Relief Type	Variance
Violations	Side Yard Insufficient

Planning Context:

57 Mt Vernon St sits in a mixed use area of the Dorchester Neighborhood. It is surrounded by two- and three-story two- and multi-unit buildings. The project sits a block off a Columbia Road, a major thoroughfare in Dorchester, and on and off ramps for Interstate 93. The project intends to add a less than 10 foot curb cut to the sidewalk fronting Mt Vernon St and add a grade and new concrete to create a driveway entrance. While there are few driveways in this area, there are many similar curb cuts along this street alone to provide vehicle access to alleyways.

Additionally, the size of the curb cut is equivalent to just one on-street parking spot.

Zoning Analysis:

This project has one dimensional violation. It violates Article 65 section 42.7, stating that no side yard providing off-street parking or off-street loading facilities shall be less than 10 feet. The current side yard is 8 feet, thus adding access to create a driveway is in violation of 65.42-7. Given the location of the house and the fact that this curb cut will only take up one on-street parking spot, relief is recommend.

Recommendation:



In reference to BOA1825854, The Planning Department recommends APPROVAL .

Reviewed,

A handwritten signature in blue ink, appearing to read "J. H. Hunter", enclosed within a faint blue rectangular border.

Senior Planner



Case	BOA1749425
ZBA Submitted Date	2025-07-17
ZBA Hearing Date	2026-09-22
Address	425 E Third ST South Boston 02127
Parcel ID	0602965000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Construct a new four-story, two-unit building over existing parking.
Relief Type	Variance
Violations	Parking or Loading Insufficient FAR Excessive Height Excessive (ft) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Usable Open Space Insufficient Lot Area Insufficient Additional Lot Area Insufficient

Planning Context:

This case was deferred from the August 11, 2026 meeting. Since that meeting, new plans were submitted and Staff's recommendation revised accordingly.

425 East Third Street is located in the South Boston Neighborhood district and zoned Multifamily Residential/Local Services. It is an undeveloped, 1,600 square-foot lot, with seven striped and numbered parking spaces utilized by an adjacent residential use.

The project proposes a four-story, two-unit residential building with seven parking spaces on the ground floor, maintaining the existing parking spaces' location and angle. As is the case today, parking is accessed via an access easement on the adjacent site's driveway. At the rear of the building, an elevated deck above parking is proposed to be accessed through unit 2 and a rear staircase.



The surrounding properties are all similarly zoned Multifamily Residential and Multifamily Residential/Local Services and are developed with three- to four-story residential buildings. Rear decks and balconies are common, as is surface parking in the rear/interior of lots. Street parking is available, but limited on the adjacent street.

The site is located within the South Boston Restricted Parking and Restricted Roof overlay district.

Zoning Analysis:

The project was cited for violation to parking minimums and to lot and building dimensional standards set forth in Article 68, Section 33 of the Boston Zoning Code.

Parking: The minimum required off street parking for the proposed use is three spaces. The project proposes seven spaces which are utilized today by the adjacent property. While this is an overall reduction in parking available to the neighborhood, the project exceeds the required on site parking for the proposed use. Parking will be accessed via an access easement on the adjacent lot, as is the case today for the existing parking. However, the existing drive aisle width will be reduced to approximately 11.5 feet. Parking spaces will be less than 20 feet long, and five of the seven spaces will be less than the minimum compact width of eight feet, measuring 7.5 feet wide. This design is inconsistent with maneuverability standards in Article 68, Section 33, and Staff recommends removing one space and reconfiguring the proposed parking to better account for maneuverability in and out of spaces.

Lot dimensions: Lot dimensional standards are outlined in Table D of Article 68. The side yard setback is further detailed in Article 68-34.6. While ISD cited this section for a side yard violation, Staff does not find the proposed development to be in violation of this section as the lot meets the minimum lot frontage. Per Table D, the minimum lot area shall be 6,000 square feet. The minimum front, side, and rear yard setbacks shall be five feet, three feet, and 20 feet respectively. The lot is significantly smaller, measuring approximately 1,600 square feet. Due to the existing, small lot size, the project is proposing no front or rear yard setback and a three foot side yard setback only on the east side. Throughout the immediate neighborhood, zero lot line properties are frequent; however, adjacent lots in this area are consistently set back approximately three feet. The revised proposal includes exterior steps, matching adjacent designs, and thoughtfully steps the second and third stories back by four feet and the fourth story back even further. Staff believes this design adequately balances the tight, existing lot conditions with consideration for adjacent context.



Open Space: Table D of Article 68 also cites that a minimum of 200 square feet of open space is required per dwelling unit, totaling 400 square feet for the subject development. A 386 square foot deck is proposed in the rear of the site, expanded in this revised proposal, attached to the third story and accessible to Unit 2. Due to the existing, small size of the lot, Staff recommends approval of the proposed open space.

FAR: The maximum FAR for the MFR/LS zoning district is 1.5, which is met by the revised proposal.

Building Height: The maximum building height set forth in Table D of Article 68 is 35 feet. The proposed residential use will be 43 feet measured at the front property line. Due to the slope of the site which is seven feet higher in the rear, this height is necessary to accommodate three stories above the first floor parking without altering the existing grade on site. Due to the drive aisle separation from adjacent buildings and the frequency at which buildings are found above this height minimum throughout the neighborhood, Staff supports the requested height variance.

Plans reviewed are titled "New Two Family Residence 425 East Third St," prepared by Stefanov Architects and dated September 2025.

Recommendation:

In reference to BOA1749425, The Planning Department recommends APPROVAL WITH PROVISIO/S: that one parking space be removed to widen parking spaces and enhance maneuverability.

Reviewed,

A blue ink signature, likely of a Senior Planner, written over a circular stamp.

Senior Planner



Case	BOA1833292
ZBA Submitted Date	2026-03-25
ZBA Hearing Date	2026-09-22
Address	336 E ST South Boston 02127
Parcel ID	0601591000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project proposes the removal of the existing, rotten deck to erect a new deck.
Relief Type	Variance
Violations	Usable Open Space Insufficient Rear Yard Insufficient

Planning Context:

The proposed project sits in a high-density residential area in the South Boston Neighborhood. The structures in the areas are close to the lot lines of their parcels and many contain decks. The existing structure is a three-story building with a deck on the second floor and parking underneath the deck. The proposed project asks to demolish the existing deck due to rot and erect a new deck. The proposed deck is contextual with the surrounding neighborhood.

Zoning Analysis:

This case was deferred from 9/8/2026. No new plans have been submitted so the Planning Department's recommendation remains the same.

There are two (2) violations to the Zoning Code: Usable Open Space Insufficient (Article 68, Section 8) and Rear Yard Insufficient (Article 68, Section 8).

Due to the new proposed deck replacing the existing deck, these violations are already existing nonconformities. However, the replacement deck is worsening the nonconformities by adding extra footage in width by three (3) feet and length by two (2) feet and one (1) inch. The existing



rear yard only had three (3) left, meaning the extra width in the replacement deck is flush to the rear yard. It appears that this deck has been built, but the deck is contextual with its surroundings as many of the buildings on this street are flush to the parcel lot lines. The Planning Department recommends approval.

Plans are titled "ALT1658700 ISD Refusal Stamped Eplans - 02.12.2026.pdf" and were reviewed on 2/12/2026

Recommendation:

In reference to BOA1833292, The Planning Department recommends APPROVAL .

Reviewed,

A handwritten signature in blue ink, appearing to read "J. H. Han".

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
NICK CARTER, DEVELOPMENT PORTFOLIO MANAGER
JACK GILMAN, PROJECT ASSISTANT
ERIC BOATRIGHT, URBAN DESIGNER
JILL ZICK, ASSISTANT DEPUTY DIRECTOR FOR PUBLIC REALM DESIGN REVIEW
COLIN FREDRICKSON, TRANSPORTATION PLANNER II
MICHELLE YEE, PLANNER I
TRAVIS ANDERSON, SENIOR INFRASTRUCTURE ENERGY PLANNER

SUBJECT: 1200 SOLDIERS FIELD ROAD, ALLSTON

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency (“BPDA”) authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80B, Large Project Review of the City of Boston Zoning Code (the “Zoning Code”) for the 1200 Soldiers Field Road project (the “Proposed Project”, defined below) in the Allston neighborhood of Boston; (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process; (3) execute and deliver a Cooperation Agreement in connection with the Proposed Project; and take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Project Site is an approximately 18,000 square foot lot located at 1200 Soldiers Field Road in Boston's Allston neighborhood (the "Project Site" or "Site"). Located within the boundaries of the BPDA's 2022 enacted Western Avenue Corridor and Rezoning study ("the WACRZ") and at the intersection of Soldiers Field Road and Everett Street and bounded by the private way of McDonald Avenue (at its rear). The Site includes a non-descript two (2) to three (3) story commercial building, asphalt surface areas, and a deficient public realm.

The Site is also situated at an edge location in the northern section of Allston, directly across Soldiers Field Road from the Commonwealth's Artesani Playground and its public open space uses along the Charles River, and within short walking distance of the recent and planned growth along the Western Avenue corridor, its many public bus lines, restaurant, hospitality, retail, grocery and employment opportunities, along with that of Boston Landing and its public transportation node and MBTA commuter rail station.

DEVELOPMENT TEAM

The Project Team consists of the following entities and individuals:

Proponent:	Thunderdome LLC Jeffrey Feuerman
Legal Counsel/Outreach:	McDermott Quilty Miller & Hanley LLP Joseph Hanley, Esq. - Partner Nicholas Zozula, Esq. - Partner
Architect:	O'Sullivan Architects David O'Sullivan and Jonathan Stone
Article 80 Permitting Consultant:	Mitchell L. Fischman ("MLF") Consulting LLC Mitchell Fischman - Principal
Transportation Planner / Engineer:	Howard Stein Hudson Melissa Restrepo

Civil Engineer:	Howard Stein Hudson Joseph Connolly
Landscape Architect:	Verdant Landscape Architecture Katya Podsiadlo
Sustainable and Passive House Feasibility Analysis Consultant:	Robinson Energy Services Ian Robinson
Environmental and Geotechnical Engineer:	Haley & Aldrich, Inc Marya Gorczyca, P.E.
Wind Engineer:	RWDI Peter Soligo
Daylight Consultant:	VHB, Inc Erika Johnson

DESCRIPTION AND PROGRAM

The Proponent seeks to raze and replace the existing non descript commercial structure and revitalize this underutilized Site with a new six (6) story multifamily residential building of approximately 66,747 gross square feet (based on FAR), with up to fifty-eight (58) rental dwelling units, 37 off-street vehicular parking spaces, resident and guest bicycle parking, a roof deck terrace and much-needed site and public realm improvements (the “Proposed Project”). Consistent with the goals and objectives of the WACRZ for this location, the scale, design and programming of the Proposed Project has also been carefully shaped to transform its edge condition into a much-needed scale of market rate and income-restricted housing, with much-needed upgrades to the landscape, public realm and pedestrian connectivity. The residential rental units include approximately thirty-one (31) one-bedroom units and twenty-seven (27) two-bedroom units.

The goals of the Proposed Project are to transform an underutilized Site into an active multi-family development that supports the future growth of its emerging location within the WACRZ study area, with a much-needed scale of market rate

and income-restricted housing, improved site and environmental conditions and an upgraded public realm. The Proposed Project is designed to increase residential density in an appropriate urban context, as a “development without displacement”, and to strengthen the surrounding streetscape through improved sidewalks and other site improvements.

The Proponent plans to commence construction of the Proposed Project in Spring 2028. There are an estimated 50 +/- construction jobs contributing to the Proposed Project and with several new permanent jobs in the property management and leasing areas. The total development cost, excluding land and financing costs, is approximately Twenty Million Dollars (\$20,000,000).

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	85,501
Gross Floor Area	66,747
<i>Residential</i>	66,747
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	18,754
Development Cost Estimate	\$20,000,000
Residential Units	58
<i>Rental Units</i>	58
<i>Ownership Units</i>	0
<i>IZ/Affordable Units</i>	10
Maximum Parking spaces	37

<i>Long-term Bicycle Parking</i>	58
<i>Short-term Bicycle Parking</i>	12
<i>Location of Bike Room</i>	First Floor
<i>Bluebike Docks</i>	
<i>Bluebike Stations</i>	
<i>Minimum Monetary Bluebike Contribution</i>	\$49,000.00
<i>Loading Bays</i>	1

ARTICLE 80 REVIEW PROCESS

On February 11, 2026, the Proponent filed a Letter of Intent (“LOI”) in accordance with the BPDA’s policy regarding the Provision of Mitigation by Development Projects in Boston. On February 13, 2026, letters soliciting nominations for the Impact Advisory Group (“IAG”) were delivered to local and state elected officials. On February 27, 2026, the IAG was finalized with eight (8) members.

The Proponent filed a Project Notification Form (“PNF”) for the Proposed Project on March 27, 2026, which initiated a thirty-(30) day public comment period which was subsequently extended to close on May 11, 2026. Notice of the receipt of the PNF by the BPDA was published in the Boston Herald on March 27, 2026. The notice and PNF were sent to the City’s public agencies/departments and elected officials.

Pursuant to Section 80B-5.4 of the Code, a Scoping Session was held on April 14, 2026, with the City’s public agencies and elected officials to review and discuss the Proposed Project.

The BPDA also held a public meeting on the Proposed Project on April 14, 2026, and an IAG meeting held on April 29, 2026. The meetings were advertised on the BPDA website and distributed to the BPDA’s Allston/Brighton email list. Following some project updates, a joint IAG and public meeting was held on July 9, 2026. This meeting was advertised on the BPDA website and distributed to the BPDA’S Allston/Brighton email list.

PLANNING AND ZONING CONTEXT

The Proposed Project at 1200 Soldiers Field Road is located within the Allston-Brighton Neighborhood Zoning District’s Barry’s Corner Community Commercial (CC-

1) Subdistrict, governed by Article 51 of the Zoning Code. The Proposed Project is also located within the Greenbelt Protection Overlay District (GPOD), governed by Article 29 of the Zoning Code. Barry's Corner is a mixed-use district centered along Western Avenue, one of Lower Allston's main thoroughfares. Located at the northern terminus of Everett Street, the Proposed Project serves as a transition between the residential fabric of Lower Allston and the public open spaces adjacent to the Charles River.

The Proposed Project also falls within the study area of the Western Avenue Corridor Study and Rezoning (WACRZ), which was adopted by the BPDA Board in October 2022 and codified into zoning in November 2022. WACRZ established a guide for new development along Western Avenue that will provide necessary housing, support an optimized mix of land uses, and create new open spaces. It also created new zoning for large-scale developments through Planned Development Areas (PDA). Although the Proposed Project does not qualify as a PDA, it is still consistent with the planning principles and goals behind WACRZ by aligning with the land use objectives of allowing for multi-family residential buildings along Soldiers Field Road. Through the staff review process, the Proposed Project also increased setbacks to help expand sidewalks along Everett Street, Soldiers Field Road, and McDonald Avenue to meet Complete Streets Guidelines.

Furthermore, the ongoing Allston-Brighton Community Plan was also considered as this plan will guide the growth in the neighborhood and the area surrounding the Proposed Project.

While the Proposed Project will need Variances for dimensional regulations including height and FAR, the Proposed Project was designed in collaboration with staff to eliminate excess curb cuts that previously lined the streets and ensure that all streets met Complete Streets Guidelines. Zoning relief is appropriate given the Proposed Project's consistency with the local planning context, as well as provisions of Section 7-3 of the Zoning Code.

Because the Proposed Project is located in the Greenbelt Protection Overlay District and adjacent to public parkland, it will need to undergo Parks Design Review per Section 29-5 of the Zoning Code and Municipal Code Section 7-4.11.

ZONING

The Site is situated within the Barry's Corner Community Commercial 1 Zoning Subdistrict and Greenbelt Protection Overlay District ("GPOD") of the Allston/Brighton Neighborhood Zoning District. It is regulated by Article 51 of the Zoning Code which Allows its proposed Multifamily Residential Use on the upper floors of the new building but categorizes it as a Conditional Use on the first level and limits certain dimensional, density, lot, floor area, and other requirements (by Variance from the Zoning Board of Appeal).

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

In particular, the Proposed Project is subject to, and anticipates obtaining zoning relief from the following regulations of the Code from the Zoning Board of Appeal, including but not limited to the following:

1. Article 51, Section 16: Multifamily Residential Use (Conditional use on First Floor)
2. Article 51, Section 17: Floor Area Ratio Excessive
3. Article 51, Section 17: Building Height Excessive
4. Article 51, Section 17: Rear Yard Insufficient
5. Article 29, Section 4: GPOD Applicability

Design elements of the Proposed Project will also be subject to Large Project Design Review after Planning Board approval. Urban design review shall be completed prior to the Inspectional Services Department's building permit review. The BPDA recommends providing, at a minimum, design updates after preliminary engineering of the main building systems have been completed and then prior to the completion of the permit/contract documents. Allow time for BPDA review, comment, and response in the project's development timeline.

MITIGATION AND COMMUNITY BENEFITS

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

- Significant improvement of pedestrian safety, enhanced connectivity and overall aesthetic of the Site and its immediate area by removing and replacing approximately 42 linear feet of excessive curb-cuts and inaccessible sidewalk conditions along Soldiers Field Road, Everett Street, and McDonald Avenue, with a new public realm to meet Complete Streets standards and guidelines.
- In compliance with Boston's Complete Streets Policy, the Proponent will make much-needed sidewalk and streetscape improvements to Everett Street and Soldiers Field Road within the public right-of-way, and to McDonald Avenue within the right-of-way. Everett Street will maintain a minimum sidewalk width of eight (8) feet and two (2) inches, as measured from the back of curb. Soldiers Field Road will maintain a minimum sidewalk width of fourteen (14) feet and five (5) inches. McDonald Avenue will maintain a minimum sidewalk width of eight (8) feet as measured from the back of curb. All sidewalks will maintain an accessible path of travel at least five (5) feet in width absent vertical elements and made of concrete monolithic sidewalk space. All sidewalk improvements are subject to design review.
- Planting and continued maintenance of two (2) new street trees, along with the Proposed Project's new concrete sidewalks and related streetscape improvements (above).
- The proponent will minimize the negative impacts of parking by locating the parking access off of McDonald Avenue. The curb cut will be no more than twelve (12) feet in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. Access design and circulation are subject to Design Review. All driveway curb cuts must maintain flush sidewalks with monolithic concrete. All curb cuts will seek a curb cut permit from the PWD and/or PIC process.
- The proponent will locate all curbside loading activities at a designated and signed location along McDonald Ave. Proposed on-street loading location and planning will be codified by the TAPA for Large Projects.

- The number of parking spaces approved by the BPDA is a maximum number of spaces, as final decisions on parking supply are codified by the TAPA for Large Projects, and the proponent must comply with the Boston Transportation Department's Maximum Parking Ratio Guidelines.
- Design, construction and implementation of the reciprocal ADA sidewalk ramp at the corner of Everett Street and McDonald Avenue for enhanced pedestrian safety and connectivity in the immediate area. The proponent will stripe a pedestrian crosswalk across McDonald Avenue at Everett Street and connect a compliant ADA sidewalk ramp provided as mitigation by 1200 Soldiers Field Road with a compliant ADA ramp completed by the 305 Western Avenue project on the opposite side of McDonald Avenue.
- Closure of existing large curb cut along Soldiers Field Road.
- Before the issuance of the Certificate of Occupancy from the City of Boston Inspectional Services Department, the Proponent will make a one-time monetary contribution of \$25,000.00 for off-site parks and open space improvements in the vicinity of the Project Site. The financial contribution shall be made payable to the "MA Department of Conservation and Recreation," or another entity as directed by the BPDA.
- The proponent will make a one-time monetary contribution of \$49,000.00 to the Boston Transportation Department ("BTD") to be contributed upon issuance of Certificate of Occupancy to support the bikeshare system.
- The Proposed Project will comply with the Boston Transportation Department's Bike Parking Guidelines.
- The Proponent will provide space for one (1) fifteen- (15-) dock bike share station onsite upon issuance of Certificate of Occupancy. As currently contemplated, the bike share station is to be sited on the Project Site's frontage along Soldiers Field Road. Bike share stations may require Administrative Review by PIC.
- The creation of new electric vehicle charging stations in compliance with the BTD Electric Vehicle Readiness Policy for New Developments, which requires 25% of off-street parking spaces to be equipped with electric vehicle charging stations and the remaining 75% to be ready for future installation. The

details of the compliance with this policy will be codified in the Transportation Access Plan Agreement.

- The Proposed Project will comply with the Boston Transportation Department Transportation Demand Management Points System to encourage residents and visitors of the Proposed Project to utilize the nearby transit, bicycle, and pedestrian travel modes. The selected strategies will be specified and codified in the Transportation Access Plan Agreement ("TAPA"). Expected requirements include the following measures:
 - The Proponent commits to provide tenants the option to lease building space without inclusion of a market rate price for on-site parking. Parking may be leased by tenants separately at a market rate.
 - The Proponent will provide initial occupants of each residential unit a subsidy of at least 50% of an MBTA subway and bus pass for the first year of occupancy. Only one MBTA pass subsidy per residential unit will be offered. This subsidy does not extend to any subsequent occupants of said unit.

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

All sidewalk and streetscape improvements are subject to design review and may require approval for a Specific Repairs Plan action from PIC, and site and landscape and construction management plan reviews from the Massachusetts Department of Conservation and Recreation ("DCR").

BPDA-approved construction signage must be installed at the project construction site before and during the construction of the Proposed Project. The signage must be in the form of panels at highly visible locations at the construction site or around the construction site perimeter and must be adjacent to each other. The BPDA will

work with the Proponent to provide high-resolution graphics that must be printed at a large scale (minimum of 8 feet by 12 feet).

SUSTAINABILITY & RESILIENCY

In support of Boston's carbon-neutral goals, the Proposed NPC Project will be designed and constructed to be LEED v4 Gold / 63 points certifiable and comply with Boston's Net Zero Carbon standards. The building will achieve Passive House certification, use all-efficient-electric heat pump space conditioning and DHW heating systems, will be solar ready, and will meet the City of Boston's electric vehicle readiness requirements. The building has a low 2035 pCEI 0.57 kg CO₂e/sf-yr at BERDO default 2035 emissions rates. 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.

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.

SMART UTILITIES

The building and site plan will comply with the Smart Utilities requirements found in Article 80B of the Code. The Proposed Project shall meet or exceed the 1" of stormwater infiltration per square inch of impervious development standard and will incorporate best practice green infrastructure standards within the public realm, when applicable. These elements include but are not limited to porous curb extensions, bio-retention strategies and/or rain gardens. The Proposed Project will also include smart streetlights standards for new sidewalks, including city shadow conduit and dual handholes in accordance with PIC requirements. Utilities in any City right of way will be designed to conform with Public Works Department standards and will undergo further review to ensure they are not in conflict with any landscape design feature such as tree pits and/or other green infrastructure elements. The Proposed Project will also provide access for local telecom and fiber providers to ensure broadband equity and possible future deployment of smart technologies and will provide a plan to address relevant conflicts reported through COBUCS if/as relevant. The project team and the contractor will continue to work with BTB and Smart Utilities as needed.

The Proponent agrees to complete the Smart Utilities review prior to obtaining a Certificate of Occupancy. The items to be reviewed include:

- The project's compliance to 1" of infiltration per square inch of impervious development.
- Review of horizontal infrastructure and landscape features to ensure proper distances have been maintained from tree-pits and relevant green infrastructure.
- The project's Smart Street Light integration. The project team shall include city shadow conduit in accordance with sidewalk reconstruction and PIC review. This includes review of broadband, fiber optic cabling, and shadow conduit in order to preserve broadband equity and other dependent smart technologies.
- Location of transformers and critical infrastructure so as to ensure coordination with Eversource and "right sized" infrastructure.
- A plan to address relevant conflicts reported through COBUCS if/as relevant. The project team and the contractor will continue to work with BTB and Smart Utilities as needed.
- Coordination of the landscape design to ensure the utilization of low impact design strategies for stormwater retention.

AFFIRMATIVELY FURTHERING FAIR HOUSING

This project completed the AFFH Zoning review process. The project's initial AFFH Zoning Self-Assessment is available as part of the Project Notification Form. The BIFDC's comment letter, detailing the requests and recommendations made, is available on the project's Planning Department website under public comments dated 05/15/26. The final agreed upon AFFH Zoning interventions are below and will be memorialized in the Affordable Rental Housing Agreement and Restriction with the Mayor's Office of Housing:

Article 80 Interventions

- Provide all IZ Units on-site.

Marketing and Housing Access Interventions

- Agree to follow progressive practices related to the use of CORI, eviction, and credit records in market-rate unit tenant screening and selection processes

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ") and is located within Zone B, as defined by the IZ. The IZ requires that in cases where IZ units are restricted at an average of 50% of the Area Median Income ("AMI") and a maximum of 60% of the AMI, a minimum of 15% of total residential units or 15% of residential leasable square footage must be income-restricted IZ Units, and an additional minimum of 3% of total residential units or 3% of residential leasable square footage must be made available to households with housing vouchers, for a total minimum of 18% of the total number of units or 18% of residential leasable square footage within Article 80B Large Project rental developments to be designated as income-restricted units. In this case, eight (8) units or approximately 13.79% of the total number of units, and 14.99% of residential leasable square footage, within the Proposed Project will be designated as income-restricted units (the "IZ Units") made available to households with incomes not more than 50% of the AMI, as based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and rent limits, and two (2) units or approximately 3.45% of total residential units and 3.10% of residential leasable square footage will be made available to households with mobile housing vouchers (the "Voucher Units") and rented up to the Small Area Fair Market Rent ("SAFMR") for zip code 02134.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
103	Two-Bedroom	970	50%	\$1,740	
201	One-Bedroom	848	50%	\$1,537	
207	One-Bedroom	730	Voucher	\$2,780	
210	Two-Bedroom	1078	50%	\$1,740	Group-2A & Sensory
304	One-Bedroom	818	Voucher	\$2,780	
311	One-Bedroom	866	50%	\$1,537	Group-2A
401	One-Bedroom	829	50%	\$1,537	
403	Two-Bedroom	999	50%	\$1,740	

409	Two-Bedroom	981	50%	\$1,740	
508	Two-Bedroom	928	50%	\$1,740	

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

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

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

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

The Proposed Project's on-site IZ Units, as proposed, are approximately 14.99% of leasable residential square footage, and therefore a partial unit payment is due to fully satisfy IZ requirements for a remainder of approximately 3.25 square feet, estimated to be \$1,495.00 as currently proposed. Any payment in lieu of units will be calculated with MOH and paid by the Proponent into the City of Boston Treasury to the IDP Special Revenue Fund ("IDP Fund"), at a rate of \$460 per square foot (per IZ for Zone B), for a total amount of any positive value difference between 15% of

total residential leasable square footage of the project and the square footage of any on-site units restricted at an average of 50% of the AMI. Final determination of any payment amount may be subject to be recalculated upon any residential square footage changes within the project design and construction. Payment of 50% of the amount is due at the issuance of a full building permit, and payment of the other 50% is due at the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy.

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

RECOMMENDATIONS

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

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

VOTED: That the Director be, and hereby is, authorized to issue a Scoping Determination waiving further review under Section 80B-5.4(d) of the

City of Boston Zoning Code (the "Code"), which (i) finds that the Project Notification Form ("PNF") together with any additional material and comments received by the Boston Redevelopment Authority, adequately describes the potential impacts arising from the proposed 1200 Soldiers Field Road project (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and (ii) waives further review of the Proposed Project under Section 80B-5.5 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA"); and

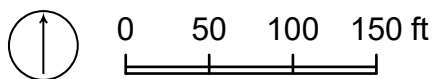
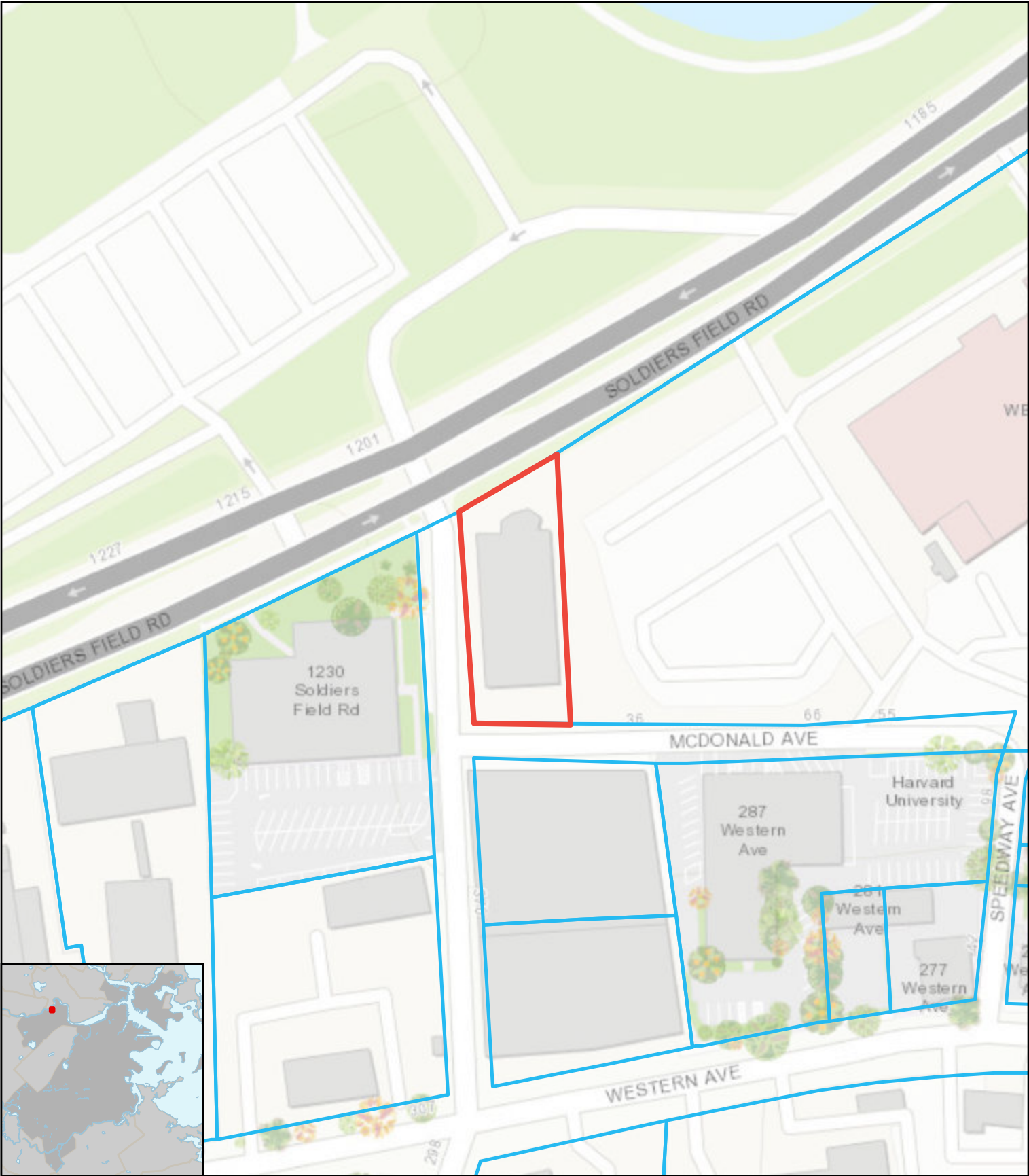
FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance, in accordance with Section 80B-6 of the Code, for the Proposed Project upon the successful completion of all Article 80 processes, subject to continuing design review by the BRA; and

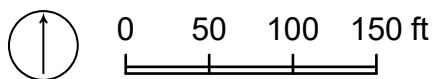
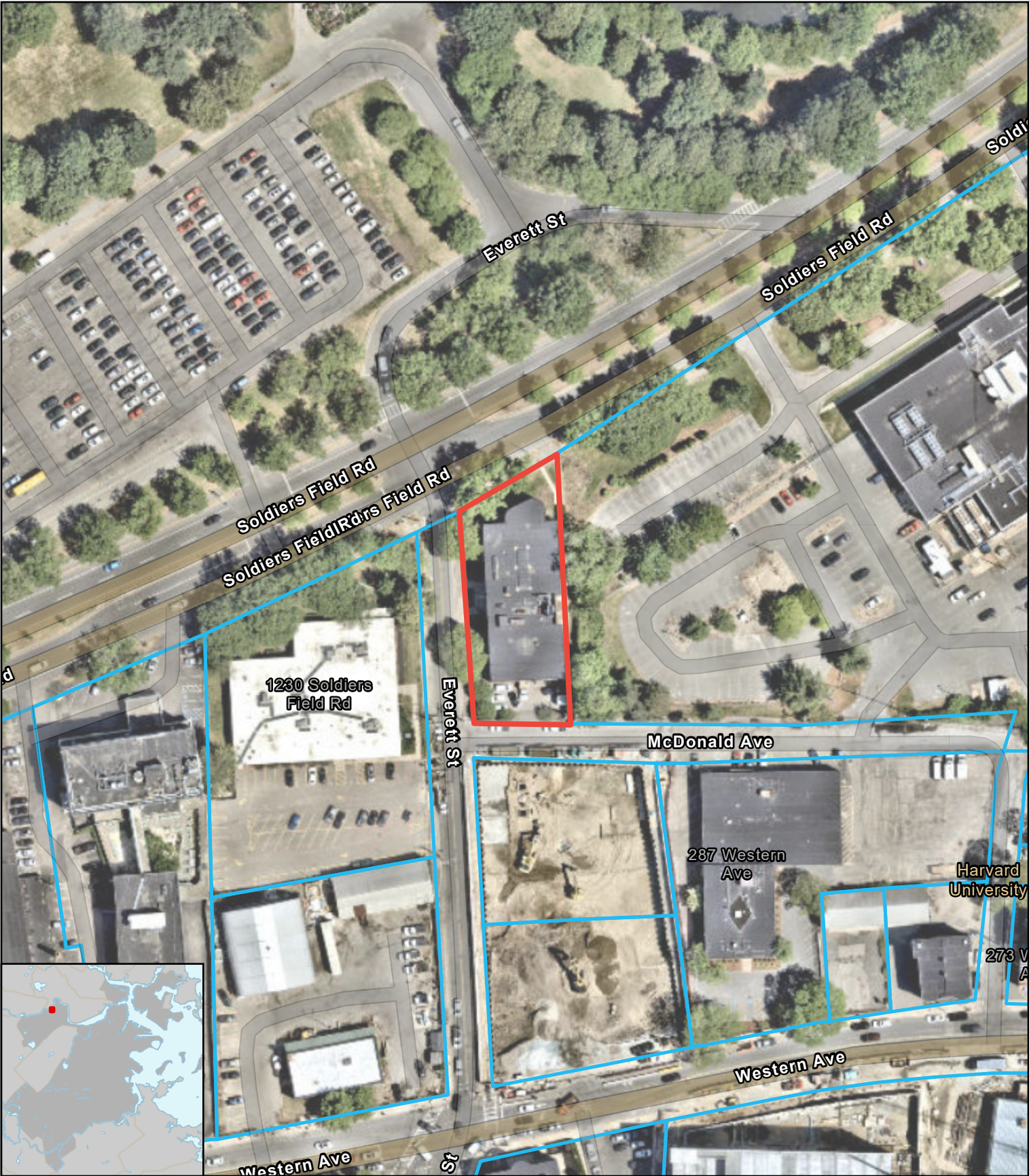
FURTHER

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

1200 Soldiers Field Road, Allston



1200 Soldiers Field Road, Allston



City Of Boston and State Comment Letters

**Boston Water and
Sewer Commission**



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

April 27, 2026

Mr. Jack Gilman
Project Assistant, Development Review
Planning Department
One City Hall Square
Boston, MA 02201

Re: 1200 Soldiers Field Road, Allston
Project Notification Form

Dear Mr. Gilman:

The Boston Water and Sewer Commission (Commission, BWSC) has reviewed the Project Notification Form (PNF) for the proposed 1200 Soldiers Field Road project located at 1200 Soldiers Field Road in the Allston neighborhood of Boston.

The proposed project is located on an approximately 18,000 square foot (sf) site at the intersection of Soldiers Field Road and Everett Street and bounded by the private way of McDonald Avenue to the rear. The project proponent, Thunderdome LLC, proposes to demolish an existing 3-story commercial building and construct a new 6-story multifamily residential building of approximately 66,747 gross square feet. The building program includes 58 dwelling units, 37 parking garage spaces on the first and below-grade levels, bicycle parking, and a roof deck.

Water, sewer and storm drain service for the project is provided by the Boston Water and Sewer Commission. Water consumption for the project is estimated at 10,285 gallons per day (gpd). Within the vicinity of the site the Commission owns and maintains a 12-inch Northern Low cast iron water main installed in 1930 and relined in 2006 in Everett Street, an 8-inch Northern Low DICL water main installed in 2014 in Soldiers Field Road, and an 8-inch Northern Low cast iron water main installed in 1933 and relined in 2006 in McDonald Avenue.

Sewage flow for the project is estimated at 9,350 gpd, a 7,971 gpd increase from existing conditions. Within the vicinity of the site the Commission owns and maintains a 10-inch sanitary sewer in Everett Street. In Soldiers Field Road, the MWRA owns and maintains an 81-inch by 108-inch sanitary sewer. For drainage service, the Commission owns and maintains a 12-inch storm drain in Everett Street. In Soldiers Field Road, DCR owns and maintains several 12-inch storm drains.



The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, Thunderdome LLC should meet with the Commission's Design and Engineering Customer Services Departments to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. 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 Thunderdome 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 backflow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, has implemented a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of I/I for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission will require proponent to develop a consistent 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.



- 4a. The proponent estimates that daily sewage will be less than DEP's 15,000 gpd threshold. However, the proponent should be aware that if during the site plan permitting process, it becomes apparent that wastewater flows will be 15,000 gpd or more, the Commission will invoke the requirement that the project participate in the 4 to 1 program.
5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. Thunderdome 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, Thunderdome LLC will be required to apply for a RGP to cover these discharges.
7. 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. The Commission will require Thunderdome LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction.
8. It is Thunderdome LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Thunderdome 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. Thunderdome 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. Thunderdome LLC should also provide the methodology used to estimate water demand for the proposed project.



2. Thunderdome LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. Consider outdoor landscaping which requires minimal use of water to maintain. If Thunderdome 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. Thunderdome 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. Contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. Thunderdome LLC will be required to install approved backflow prevention devices on the water services for fire protection, vehicle wash, mechanical and any irrigation systems. 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, contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Thunderdome LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Thunderdome LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.



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

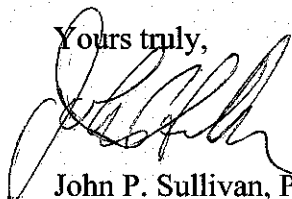
- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns 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 Thunderdome 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. Thunderdome 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, Thunderdome LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 4. Thunderdome LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
 5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Thunderdome LLC will be required to meet MassDEP Stormwater Management Standards.



6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that Thunderdome LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Contact the Commission's Operations Division for information regarding the purchase of the castings.
8. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/ihh

cc: Thunderdome LLC
C. Rizzi, MWRA via e-mail
S. McFee, BWSC via e-mail

To: Mitch Fischman, Principal, MLF Consulting LLC
Cc: Jeffrey Feuerman, Manager, Thunderdome LLC
Joseph Hanley, Development Counsel, McDermott Quilty Miller & Hanley LLP
Nick Carter, Project Manager, City of Boston Planning Department
From: Janna Ramadan, AFFH Zoning Assistant on behalf of the Boston Interagency Fair Housing Development Committee
Date: April 13, 2026
Re: 1200 Soldiers Field Road Affirmatively Furthering Fair Housing Comments from the Boston Interagency Fair Housing Development Committee

Thank you for submitting your Affirmatively Furthering Fair Housing (AFFH) Assessment and for your work to take meaningful actions to address significant disparities both in housing needs and in access to opportunity in the Allston neighborhood and the City of Boston as a whole. The Boston Interagency Fair Housing Development Committee (BIFDC) has reviewed your submission and has comments, suggestions, and/or requests for additional information. Review by the BIFDC is intended to be ongoing and collaborative, throughout the Article 80 review and approval process. Your responses to the requested information will assist the BIFDC in its AFFH review of the Proposed Project.

The BIFDC has comments on and/or requests for additional information regarding:

1. Increase the number of Group 2 units

A detailed explanation of the BIFDC's comments and recommendations is included with this letter. If you have any questions, comments, or concerns about this letter or AFFH in general, please contact Janna Ramadan at janna.ramadan@boston.gov. Please submit any information and/or documents regarding AFFH to your Project Manager.

Boston Interagency Fair Housing Development Committee Review & Recommendation Form

Project Name/Address	1200 Soldiers Field Road
BIFDC Review Date(s):	4/6/2026

AFFH Recommendations

AFFH Assessment is complete.	☐ Yes ☒ No - An AFFH Assessment is marked as complete when the BIFDC has concluded its review and is able to make a recommendation regarding the AFFH components of a Proposed Project.
If no, describe what is needed to complete the Assessment.	Based on the input from BIFDC representatives, the Proponent is requested to respond to the following requests, recommendations, and questions: 1. Increase the number of Group 2 units: The BIFDC requests that the Proponent increase the number of Group 2 units, either market rate or income-restricted, to better serve the needs of households with a member with a disability who make up nearly one quarter of the neighborhood's present households. Any increase to Group 2 units above the minimum requirements would also make the project eligible for the Article 80 intervention of offering a greater number of Group 2 units than required.
AFFH Assessment appears to be accurate.	☒ Yes ☐ No
If no, describe the inaccuracies.	
AFFH Assessment notes:	

Planned Development Area

This review is for Planned Development Area (PDA) only (each project located within a PDA to be reviewed separately).	☐ Yes ☒ No-Intervention Enhancement for PDAs not required
This project is located within a PDA.	☐ Yes ☒ No
Is yes, describe any different or additional AFFH and/or other housing obligations that are required under the PDA:	
PDA Notes:	

Historical Exclusion

The proposed project is located in an area of high historical exclusion.	☐ Yes ☒ No - Intervention Enhancement for High Historical Exclusion is not required.
Historical Exclusion notes:	

Actual Residential Displacement

There is actual residential displacement at the proposed project site.	☐ Yes ☒ No
Actual Residential Displacement Risk notes:	

Proportionality

The proposed intervention options are proportional to the size, scope, and impact of the proposed project.	☐ Yes ☐ No
Discuss the basis for the above determination.	A determination regarding Proportionality cannot be made until the outstanding issues described above are resolved.
If no, describe the type and amount of additional intervention options that are necessary to a determination of proportionality.	
Proportionality notes:	

AFFH Strategy

The proposed AFFH strategy is appropriate, achievable, and responsive to the AFFH goals detailed in the Boston Zoning Code.	☐ Yes ☐ No
Describe the basis for the above decision.	A determination that the overall AFFH Strategy is appropriate, achievable, and responsive to AFFH goals will be made once the outstanding issues are addressed by the Proponent.
If no, describe what is necessary for the proposed AFFH strategy to become appropriate, achievable, and responsible to AFFH goals, including which specific different or additional intervention options should be considered.	
AFFH Strategy Notes:	



Jack Gilman <jack.gilman@boston.gov>

Re: 1200 Soldiers Field Road

1 message

Carrie Marsh Dixon <carrie.marsh@boston.gov>

Thu, Apr 9, 2026 at 11:15 AM

To: Jack Gilman <jack.gilman@boston.gov>

Cc: Seth Riseman <seth.riseman@boston.gov>, Jill Zick <jill.zick@boston.gov>

Hello - Please see below for information requested about the PNF for 1200 SFR.

Plans: When I enlarge the plans so that they are large enough to read - the type is illegible. Please provide the following plans at a higher resolution:

Figure 3-2
Figure 3-3
Figure 3-3.1
Figure 3-4
Figure 3-5
Figure 3-7
Figure 3-8

Shadow Study: Please provide shadow studies that begin at dawn year round. Please differentiate the shadow from the proposed building at 1200 SFR from the shadows of other buildings as needed for clarity.

Thank you.



CARRIE MARSH DIXON
Executive Secretary
Boston Parks and Recreation Commission
[1010 Massachusetts Avenue, 3rd floor](#)
[Boston, Massachusetts 02118](#)
617-961-3074 (direct) 617-635-4505 (main)

On Wed, Apr 8, 2026 at 4:27 PM Jack Gilman <jack.gilman@boston.gov> wrote:

Good Afternoon,

On March 27, 2026 the Planning Department received a Project Notification Form (PNF) for [1200 Soldiers Field Road, Allston](#). You can view the PNF, keep track of the project events, and submit your comments on the project webpage, linked here—[1200 Soldiers Field Road - Webpage](#).

The proposed development at 1200 Soldiers Field Road would create a new six (6) story multifamily residential building of approximately 67,000 gross square feet, with up to 58 dwelling units, 37 off-street vehicular parking spaces, resident and guest bicycle parking, a roof deck terrace and much-needed site and public realm improvements.

A virtual Scoping Session for [1200 Soldiers Field Road](#) will be held on **Tuesday, April 14th from 12:30pm - 2pm**. Please find the Zoom meeting linked here: [Zoom Registration Link](#).

The Planning Department solicits comments from public agencies and the public. Written comments on the PNF must be received by the Planning Department no later than 30 days from filing. Please use the form on the Planning Department's project webpage to submit any written comments.

If you have any questions or concerns, please email jack.gilman@boston.gov.

Best,
Jack

--



Jack Gilman

Project Assistant, Development Review
Planning Department
City of Boston



Boston City Council
PRESIDENT LIZ BREADON
Councilor – District 9

TRANSMITTED VIA EMAIL

July 16, 2026

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

RE: 1200 Soldiers Field Road- Letter of Support

Dear Chair Rojas:

As the Boston City Council President and the City Councilor representing District 9, I would like to express my support for the 1200 Soldiers Field Road project (the 'Project') proposed by Thunderdome LLC (the 'Proponent') in the Allston neighborhood of Boston.

With this project, the Proponent has proposed to construct a 6-story multifamily residential project approximately 85,501 GSF in size that will include 58 rental housing units.

My reasons for support of this project include the following:

- *Housing Component:* The 1200 Soldiers Field Road project will add much-needed housing along the Western Avenue corridor in Allston-Brighton. The project site was included in the Boston Planning & Development Agency's previously-approved Western Avenue Corridor Rezoning Study, which sought to encourage mixed-use growth in this area. This project will bring additional residents to a growing area of Allston.
- *Project Affordability:* As required under Inclusionary Zoning, this project will include eight income-restricted rental units ('IZ units') made available at Area Median Incomes ('AMI') of 50%. Two additional units are designated as Voucher Units, and will be made available to households with mobile housing vouchers. I appreciate that this project will provide on-site IZ units available at 50% AMI, an AMI level that meets the needs of many Allston-Brighton residents.
- *Public Realm Improvements:* The proposed project will significantly improve the public realm adjacent to the project site. At present, sections of the sidewalk adjacent to the project are in poor condition, and no sidewalks exist on McDonald Avenue. The Proponent will install sidewalks in compliance with Boston's Complete Streets Policy adjacent to the project site and add new street streets to the public realm.

Provided that all agreed-upon mitigation measures and benefits are documented in the project's Cooperation Agreement, I support this project.



Boston City Council

PRESIDENT LIZ BREADON
Councilor – District 9

Sincerely,

A handwritten signature in blue ink that reads "Elizabeth Breadon".

Liz Breadon
Boston City Councilor
District 9, Allston-Brighton

cc: Casey Hines, Deputy Director of Development Review, City of Boston Planning Department
Jack Gilman, Project Assistant, Development Review, City of Boston Planning Department

MEMORANDUM**APRIL 16, 2026**

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

FROM: CASEY HINES, SR. DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
NUPOOR MONANI, SR. DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
MEGHAN RICHARD, SR. URBAN DESIGNER
JOHN STUART FISHBACK, SR. LANDSCAPE ARCHITECT II
DANIELA ESPINOSA, TRANSPORTATION PLANNER
MICHELLE YEE, PLANNER I
DANE BRIMMEIER, SUSTAINABLE ENVIRONMENTAL REVIEWER
JACK GILMAN, PROJECT ASSISTENT
STEPHEN HARVEY, SR. PROJECT MANAGER

SUBJECT: 1702 HYDE PARK AVENUE, HYDE PARK

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director of the BPDA (the "Director") to: (1) issue a Scoping Determination Waiving Further Review under Section 80B-5.4 (d) of the Boston Zoning Code (the "Code") approving changes to the previously approved Small Project located at 1702 Hyde Park Avenue in Hyde Park (as further described below, the "Proposed Project") "; (2) issue a Certification of Compliance pursuant to Section 80B-6 of the Code upon successful completion of the Article 80 Large Project review process; and (3) enter into a Cooperation Agreement, a Transportation Access Plan Agreement and an Affordable Housing Agreement ("AHA"), and any and all other agreements and documents and to take any and all other actions that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The 1702 Hyde Park Avenue Project is located on a 22,030 square foot parcel of land on Hyde Park Avenue in Hyde Park (the "Project Site"). The Project Site is in the

vicinity of the Readville Commuter Rail Station and Wolcott Square. The Project Site currently has a work trailer that will be removed to make way for the new residential building.

DEVELOPMENT TEAM

Proponent: Geraghty Generational Real Estate
c/o Thomas Geraghty
45 Sierra Road
Hyde Park, MA 02136

Architect: Choo & Company, Inc.
David Freed
One Billings Road
Quincy, MA 02171

**Art 80 Permitting
Consultant** MLF Consulting LLC
Mitchell L. Fischman
79 Florence Street, Apt.406S
Chestnut Hill, MA 02467

Legal Counsel: Pulgini and Norton, LLP
John A. Pulgini, Esq
10 Forbes Road
Braintree, MA 02184

Landscape Architect AS Collective LLC
Achan Sookying
22 Mechanic Street #407
Quincy, MA 02169

**Transportation
Planner & Engineer** Howard Stein Hudson
Ian McKinnon
11 Beacon Street, Suite 1010
Boston, MA 02108

Civil Engineer Columbia Design Group
Peter Gammie, P.E.

14 Upham Avenue
Dorchester, MA 02125

**Sustainability
Consultant**

Soden Sustainability Consulting
Arran French
19 Richardson Street
Winchester, MA 01890

Passive House

Feasibility Consultant

Robinson Energy Services
Ian Robinson
2434 1st Ave W
Seattle, WA 98119

BACKGROUND

On December 8, 2021, 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 1702 Hyde Park Avenue Project (the “Original Project”) on January 19, 2022. The public comment period in connection with the Proponent’s submission of the SPRA originally was intended to end on January 8, 2022, however the comment period was extended to May 4, 2023. The virtual public meetings were advertised in the relevant neighborhood newspapers and posted to the BPDA’s website, and a calendar notification was sent to all subscribers of the BPDA’s Hyde Park 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 to the Original Project’s webpage on the BPDA website.

The BPDA Board approved the Original Project on August 17, 2023 and authorized the issuance of a Certification of Approval under Section 80E-6 of the Boston Zoning Code (the “Code”). As approved, the Original Project consisted of a new four (4) story, fifty-two (52) ft. residential building with up to forty-four (44) condominium/homeownership units with a 4,056 sq. ft. ground floor commercial space and up to thirty-eight (38) below grade parking spaces. Additionally, the Original Project had fifty (50) bicycle parking spaces accessible from the main level of the building and a Gross Floor Area of approximately 49,225 square feet. Of the forty-four condominium units, seven (7) were to be on-site Inclusionary Development Policy (“IDP”) Units.

NOTICE OF PROJECT CHANGE- LARGE PROJECT REVIEW APPLICABILITY

On March 27, 2025, the Proponent filed a Letter of Intent with the Boston Planning Department. On January 14, 2026, the Proponent filed a Notice of Project Change ("NPC") for the Original Project. The NPC increased the building height from four (4) stories, fifty-two (52) ft. to seven-story (7) sixty-nine and three-quarters of a foot (75') The building will increase from forty-four (44) to sixty-eight (68) condominium/homeownership units, twelve (12) of which will be affordable IDP Units, with thirty-four (34) garage parking spots dedicated to the residents of the building. The homeownership units include approximately forty-three (43) one-bedroom units and twenty-five (25) two-bedroom units. The building will also have approximately 2,500 square feet of commercial/retail space on the ground floor. The NPC proposal will also include sixty-eight (68) residential bicycle parking spaces internal to the building and sixteen (16) exterior visitor bicycle parking spaces in the furnishing zone. The total gross square footage of the project is anticipated to be approximately 90,250 gross square feet (74,754 gross square feet in accordance with zoning floor area ratio), (collectively, the "Proposed Project")

The changes set forth in the NPC changed the applicable review for the Original Project from Small Project Review under Article 80E to Large Project Review under Article 80B of the Code. The Proponent was therefore required to comply with the additional requirements set forth in Article 80B for Large Project Review.

Complying with the requirements for Article 80B Large Project Review, the Proponent filed a Letter of Intent on March 27, 2025. On December 11, 2025, an Impact Advisory Group ("IAG") was formed for the Proposed Project and on January 28, 2026, a Scoping Session was held for the Proposed Project. The NPC, along with the additional materials and comments, was determined by the BPDA staff to be sufficient for a PNF in order to proceed with Article 80B review. The Planning Department then sponsored and held Joint IAG/Public Meetings on March 3, 2026, and on March 25, 2026, virtually via Zoom. The comment period ran from January 14, 2026, through April 3, 2026. The filing and meetings were posted on the Planning Department website, and a notification was sent to all subscribers of the Planning Department's Hyde Park neighborhood update list.

ZONING

The Project Site is located within the Hyde Park District governed by Article 69 of the Zoning Code, more specifically in the Local Industrial-2 (the “LI-2”) zoning subdistrict. The Proposed Project will seek relief from the Zoning Board of Appeals for the following:

- Maximum Building Height
- Maximum Building Height
- Maximum Floor Area Ratio
- Residential Use

PLANNING CONTEXT AND STAFF REVIEW

The Proposed Project at 1702 Hyde Park Avenue is located in the Hyde Park Neighborhood Zoning District’s Local Industrial (LI-2) Subdistrict, governed by Article 69 of the Zoning Code. Although the proposed use and dimensions of the changes to the Original Project do not align with this zoning designation, they are consistent with the emerging mixed-use cluster along this section of Hyde Park Avenue. The current zoning dimensional regulations assume lower-scale industrial building typologies with a higher lot coverage, which limits the ability to provide much-needed public realm and open space improvements in residential redevelopments.

The Proposed Project also falls within the study area of the Fairmount Indigo Planning Initiative, which was adopted by the BRA in October 2015, due to its proximity to the MBTA Readville Commuter Rail Station. The Initiative envisioned this area as a future economic center, highlighting opportunities for infill housing, transit-oriented development, and continued streetscape improvements. The Proposed Project aligns with these goals as it contributes new housing and further activates the emerging mixed-use corridor especially along this section of Hyde Park Avenue.

While the Proposed Project will need variances for dimensional regulations including use, height, and FAR, the Proposed Project was designed in consideration of the emerging mixed-use corridor on Hyde Park Avenue. Additionally, the proposed commercial unit will contribute to an active ground-floor presence complementing the proposed public realm improvements. Sidewalk improvements were also designed in collaboration with staff to ensure consistency with Complete Street Guidelines, including the installation of six new street trees. Zoning relief is

appropriate given the Proposed Project's consistency with the local planning context, as well as the provisions of Section 7-3 of the Zoning Code.

SUSTAINABLE AND RESILIENT DEVELOPMENT

In support of Boston's carbon-neutral goals, the Proposed Project will be designed and constructed to be LEED v4 Gold / 61 points certifiable, and comply with Boston's Net Zero Carbon standards with a Building 2035 pCEI 0.57 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 building will achieve Passive House certification, use all-efficient-electric heat pump space conditioning and DHW heating systems, and will be solar ready.

The project will purchase renewable electricity through the Boston Community Choice Electricity Program, Green 100 option, or similar, for all common areas. The owner will enroll and encourage unit homeowners to participate in this program, and purchase RECs, or similar, to annually meet BERDO operational net carbon limit of zero (0.00) kg CO₂e/sf-yr.

MITIGATION & COMMUNITY BENEFITS

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

- The Proponent commits to locating the parking partially subsurface as well as coordinating with abutters, including at 1740 Hyde Park Avenue, on a shared driveway to minimize curb cuts on Hyde Park Avenue.
- The Proponent commits that the new building will take into consideration the special characteristics of the site and its location and, therefore, will attempt to preserve and reinforce the historic qualities of the area.
- The Proponent commits to remediating and improving environmental conditions at the Site to a safe condition.
- The Proponent will work with the Mayor's Office of Arts and Culture (MOAC) to determine potential use for the commercial space. If an occupant is not

identified by the time the Certificate of Approval is issued, the Proponent will continue to work with MOAC to identify an occupant for the commercial space. The Proponent will make every effort to identify an arts and/or cultural user to occupy the commercial space before leasing the commercial space for an alternative use. Stipulations for the commercial space will also be codified in the Cooperation Agreement.

- Installation/planting of five (5) street trees within the public right-of-way as part of the site plan improvements and enabling infrastructure work associated with the Proposed Project, or the maximum quantity of trees feasible based upon the post-Board design coordination with the Public Works Department and Planning Department to accommodate additional street lighting. A continuous structural soil layer to support the street trees will be provided from the back of the curb extending through the pervious furnishing zone, sidewalk zone, and frontage zone to the building face. The proposed installation of the street trees are subject to Design Review in coordination with city standard details for the public rights-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. A detailed landscape/site plan must be included with the construction drawings to be submitted to the Planning Department for the Proposed Project for review and approval prior to building permit submission. All planting shall be completed upon issuance of the Certificate of Occupancy for the Proposed Project.
- In compliance with Boston Complete Streets Design Guidelines Policy, the Proponent will setback their building to create a wider sidewalk on Hyde Park Avenue within the bounds of their property. Hyde Park Avenue will have a minimum of nine-foot-six-inch (9'-6") sidewalk pedestrian zone and a four-foot-six-inch (4'-6") permeable furnishing zone as measured from the back of curb, and a three-foot-ten-inch (3'-10") frontage zone. All sidewalks will maintain a minimum 9'-6" 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 or Grant of Highway Easement with the Public Improvement Commission (PIC).

- The project shall comply with the Streets Green Infrastructure Policy as applicable, ensuring a robust infrastructure to support healthy street trees and vegetation and stormwater management.
- PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon issuance of the Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Planning Department strongly recommends that the Proponent return to the Planning Department following BPDA Board approval to review design updates with the Article 80 Development Review team prior to initiating the PIC process. Anticipated PIC actions include Specific Repairs Plan(s) and Grant of Highway Easement. Specific Repairs scope includes: (1) curb cut; (6) street trees; (8) bike racks; permeable paving furnishing zone; and street lighting.
- Per the City of Boston Bike Parking Guidelines, the Proponent commits to the creation of sixty-eight (68) dimensionally compliant long-term bike parking spaces located on the ground floor of the project and sixteen (16) short-term bike parking spaces that are located within and/or adjacent to the public right-of-way.
- Prior to the Public Improvements Commission's initial New Business meeting for 1702 Hyde Park Avenue, the project shall complete a final design which has been reviewed by the Boston Planning Department staff, for providing parking access through the proposed site's parking level for users of the adjacent 1740 Hyde Park Avenue parking garage as that project's primary access/egress point.
- The Proposed Project is located within the Massachusetts Bay Transportation Authority's (MBTA) Zone of Influence (ZOI). The MBTA requires that the Proponent obtain an MBTA license prior to entering and/or performing any work on or over MBTA property or within the MBTA's ZOI.
- The Proponent commits to the off-site siting of a Bluebikes bikeshare station, location to be determined in coordination with the Boston Transportation Department in addition to the \$49,000 financial contribution towards

installation.

- The Proponent commits to equipping electric vehicle charging infrastructure at a rate of 25% installed, or ten (10) charging stations, and the remaining twenty-eight (28) parking spaces to be EV-ready for future installation.
- The Proponent shall make a Fifteen-Thousand dollars (\$15,000.00) contribution to the City's Fund for Parks, which is described below:

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

Use: The contribution will be used to fund efforts to maintain public parks located near this Proposed Project in Hyde Park.

Amount: \$15,000.00

Timeline: The \$15,000.00 contribution is due upon issuance of the Certificate of Compliance.

The community benefits described above will be set forth in a Cooperation Agreement for the Proposed Project. The community benefits contribution payments shall be made to the BPDA or respective City of Boston Department upon issuance of the initial building permit by the City of Boston Inspectional Services Department ("ISD") and will be distributed as outlined above.

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

The Proposed Project and public realm improvements are subject to BPDA Design Review.

AFFIRMATIVELY FURTHERING FAIR HOUSING ZONING

This Proposed Project completed the AFFH Zoning review process and received BIFDC approval. The Proposed Project's initial AFFH Zoning Self-Assessment, dated on 01/14/2026, is available as part of the Project Notification Form. The BIFDC's comment letter, detailing the requests and recommendations made, is available on the project's Planning Department website public comment document. The final agreed upon AFFH Zoning interventions are below:

Article 80

- Provide all income-restricted units onsite; and
- Provide a greater proportion of income-restricted 2+ bedroom units.

Marketing

- Adopt best practices in marketing the market-rate units that are inclusive of and welcoming to members of protected classes; and
- Provide a first-time/first-generation homebuyer preference to 25% of the income-restricted units, totaling 3 units.

Intervention Enhancement:

- Adopt an additional Article 80 intervention: Provide a greater number of income-restricted units than required.

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone C, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, the developer has agreed to make approximately 17% of the units at the Project Site comply with IDP. Therefore, twelve (12) units within the Proposed Project will be created as income-restricted homeownership units (the "IDP Units"), each made available to households with incomes not more than 80% of the Area Median Income ("AMI"), as based on data from the United States Department of Housing and Urban Development ("HUD") and published annually by the BPDA as income and sales price limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Price	Group-2
101	One-Bedroom	769	80%	\$241,977	
107	One-Bedroom	738	80%	\$241,977	Group-2A
109	One-Bedroom	715	80%	\$241,977	
201	Two-Bedroom	908	80%	\$284,970	
204	One-Bedroom	771	80%	\$241,977	
211	Two-Bedroom	858	80%	\$284,970	Group-2A
307	Two-Bedroom	846	80%	\$284,970	
312	Two-Bedroom	887	80%	\$284,970	
403	One-Bedroom	771	80%	\$241,977	
411	Two-Bedroom	858	80%	\$284,970	
502	One-Bedroom	765	80%	\$241,977	
510	One-Bedroom	715	80%	\$241,977	

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

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

- (1) Boston resident;
- (2) Household size (a minimum of one (1) person per bedroom);
- (3) First time homebuyer; and
- (4) First generation homebuyer (as further set forth in the Affirmative Marketing Plan, to be marketed for up to three (3) income-restricted units).

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

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

RECOMMENDATION

The Proposed Project complies with the requirements set forth in Section 80B of the Code for Large Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Scoping Determination Waiving Further Review for the Proposed Project; (2) issue a Certification of Compliance for the Proposed Project; and (3) enter into a Cooperation Agreement a Transportation Access Plan Agreement; and an Affordable Housing Agreement and any and all other agreements and documents, and to take any and all other actions 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 Scoping Determination Waiving Further Review pursuant to 80B-5.4(d) of the Boston Zoning Code (the “Code”) upon a determination that the Notice of Project Change submitted by the Proponent, together with all additional materials and comments, describing changes to the previously approved small project has been deemed to meet the requirements of a Project Notification Form for the 1702 Hyde Park Project (the “Proposed Project”); and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance under Section 80B-6 of the Code upon the successful completion of all Article 80 processes for the Proposed Project; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute a Cooperation Agreement, a Transportation Access Plan Agreement and an Affordable Housing Agreement for the creation of twelve (12) on-site Inclusionary Development Policy Units, and to deliver any and all other agreements and documents in connection with the Proposed Project, and to take any and all other actions that the Director deems appropriate and necessary.

Exhibit A

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

<u>Estimated Project Metrics</u>	Aug 2023	Revised Plan	Net Change
Gross Square Footage	64,766	90,250	25, 484
Gross Floor Area	49,225	74,754	25,499
<i>Residential</i>	45,169	54,969	9,800
<i>Office</i>	0	0	0
<i>Retail</i>	4,056	2,500	-1,556
<i>Lab</i>	0	0	0
<i>Medical Clinical</i>	0	0	0
<i>Education</i>	0	0	0
<i>Hotel</i>	0	0	0
<i>Industrial</i>	0	0	0
<i>Recreational</i>	0	0	0
<i>Cultural</i>	0	0	0
<i>Parking</i>	15,541	15,487	-54
Development Cost Est.	\$13,000,000	\$13,000,000	\$0
Residential Units	44	68	24
<i>Rental Units</i>	0		0
<i>Ownership Units</i>	44	68	24
<i>IDP/Affordable Units</i>	7	12	5
Maximum Parking spaces	38	34	-4
<i>Long-term Bicycle Parking</i>		68	
<i>Short-term Bicycle Parking</i>		16	
<i>Location of Bike Room</i>			
<i>Bluebike Docks</i>			
<i>Bluebike Stations</i>			
<i>Minimum Monetary Bluebike Contribution</i>			
<i>Loading Bays</i>		1	

Exhibit B
Project Site Plan



Exhibit C
Garage Plan



1702 Hyde Park Avenue



1:900



1702 Hyde Park Avenue



1:900





CITY of BOSTON

Michelle Wu, Mayor

To: Stephen Harvey,
From: Calder Metzler, PWD
Date: February 2, 2026
Subject: 1702 Hyde Park NPC - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 1702 Hyde Park NPC.

Project Coordination:

The developer shall coordinate with BTM and PWD to develop safety and accessibility improvements for pedestrians and cyclists in the area. The developer shall also coordinate with BTM transit regarding the development of the Hyde Park Avenue Multimodal Corridor and the proposed bike lane on Hyde Park Avenue that runs North. Coordination with the Boston Planning Department shall be done in regards to any potential funding or project mitigation.

Project Specific Scope Considerations: The developer shall coordinate with the Parks and Recreation department in regards to the planting of street trees. Any sidewalk easements or setbacks shall be done in coordination with PWD and PIC. Any non-standard materials need to be maintained or coordinated with OGI.

Site Plan:

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

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

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

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

Sidewalks:

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

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

**PUBLIC WORKS DEPARTMENT**

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



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

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

Driveway Curb Cuts:

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

Discontinuances:

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

Easements:

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

Landscaping:

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

Street Lighting:

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

Roadway:

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

Additional Project Coordination:

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

Green Infrastructure:

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

**PUBLIC WORKS DEPARTMENT**

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CITY *of* BOSTON

Michelle Wu, Mayor

Resiliency:

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

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

Sincerely,

Jeffrey Alexis

Principal Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Todd Liming, PIC

**PUBLIC WORKS DEPARTMENT**

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Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Phillip Eng, Interim MassDOT Secretary and MBTA General Manager & CEO



March 13, 2026

Boston Planning Department
City of Boston
One City Hall Plaza
Boston, MA 02201

Attention: Stephen Harvey, Project Manager, Boston Planning Department

**RE: 1702 Hyde Park Ave Notice of Project Change
1702 Hyde Park Ave, Boston, MA 02136**

Dear Stephen:

The MBTA encourages and supports transit-oriented development, a proven strategy for smart, sustainable growth, reducing traffic congestion, and increasing transit ridership. In creating successful transit-oriented projects, development immediately adjacent to MBTA Right-of-Way (ROW), which falls under the MBTA's Zone of Influence (ZOI) policy, must be carefully considered to ensure the safety, sustained operations, and resiliency of the public transportation system.

The MBTA has reviewed the 1702 Hyde Park Ave Notice of Project Change (NPC) dated Jan. 14, 2026. The 1702 Hyde Park Ave parcel assemblage is adjacent to MBTA right-of-way containing a service road and adjacent tracks for the Fairmount Line. The MBTA has concerns related to the safety and operations of the service road and Fairmount Line, bus service along Hyde Park Ave, and pedestrian access and egress. This letter includes comments made by the MBTA's Transit-Oriented Development (TOD), Real Estate, Railroad Operations, and Service Planning teams. The MBTA appreciates the opportunity to provide comments on the proposed project and looks forward to collaborating with the project team and City to mitigate construction impacts and increased ridership in supporting the successful implementation of this transit-oriented development.

MBTA Comments

Setbacks for MBTA Safety and Operations

The project abuts MBTA ROW and as has been noted for adjacent projects, maintaining adequate setbacks to allow for construction activities and minimizing temporary and permanent impacts to MBTA operations are essential. Given the adjacency, the project will be required to obtain a license for construction within the Zone of Influence. In planning, design, and construction, the project should be mindful of general concerns raised by constructing along the Right-Of-Way (ROW), including:

- Damage to MBTA property and infrastructure and the potential disruption of service
- Posing a safety hazard to rail operations by fouling the ROW with construction equipment
- Track and bushfires caused by users on abutting sites disposing of cigarettes or other items into the ROW; and

- Injury and potential death from unauthorized access to MBTA property and ROW areas.

In planning construction activities, the Proponent will need to consider constructability within the proposed setbacks, as access to the adjacent MBTA property/ROW and operational area will not be possible. The Proponent should consider not only construction activities but also how future residents will impact or be impacted by adjacent infrastructure. To address and mitigate these potential concerns, the MBTA reviews and comments on projects and coordinates required support activities during construction.

Any proposed utilities, drainage infrastructure, or subsurface improvements located near the MBTA property line should be coordinated with the MBTA during final design to ensure there are no conflicts with existing or potential future MBTA infrastructure

The MBTA recommends a 30' clear width is maintained between the MBTA's property line and any proposed buildings or structures to ensure safe railroad operations during construction and for routine inspections, maintenance, and future site activities. The proposed plans indicate construction activities within the Zone of Influence. Certain activities such as demolition, footings and foundations, site drainage and infiltration, crane use, scaffolding, and vertical construction, and certain elements, such as fencing and plantings, shall follow MBTA Engineering Standards and Directives which can be found at <https://www.mbta.com/engineering/design-standards-and-guidelines> and include:

- MBTA Design Standards and Guidelines
- American Railway Engineering and Maintenance-of-Way Association (AREMA) Standards
- Railroad Operations Directorate

The development team should work with their consultant team and an assigned MBTA TOD project manager to determine which elements and procedures will apply to the project.

Garage Vehicle Access

Below are comments noted in a August 1st, 2025 letter the MBTA sent to the City for the neighboring 1740 Hyde Park Ave Small Project Review Application – reiterated here- with a few contextual edits- due to the connected garage shared between this project and 1740 Hyde Park Ave.

In consideration of the Project's proposed driveway connection via an easement on MBTA property to the 1740 Hyde Park Ave southwestern property line, the MBTA emphasizes that it should be used as a secondary access point to the project's garage. The MBTA parcel supports operations and maintenance of the railroad network including material and equipment storage, crew mobilization, and other supporting activities. The primary garage access should be through the underground garage connection with the neighboring development project at 1702 Hyde Park Ave as indicated in the 1740 Hyde Park Ave SPRA filing. The improved easement area shall generally remain clear of obstructions and used by the MBTA to support activity on the MBTA owned parcel outside of the easement area. This activity may result in wear and tear on the driveway for which MBTA shall not reasonably be held responsible for the maintenance and/or repair. It is recommended that the driveway be constructed to meet heavy industrial loads to minimize maintenance issues.

Please confirm this arrangement for shared / connected garages remains as previously indicated during the 1740 Hyde Ave project approval process. The MBTA also requests confirmation that no permanent

structures, utilities, or drainage improvements associated with the project will be located within MBTA property or easement areas without prior written authorization from the MBTA.

Noise and Industrial Use Considerations

The adjacent MBTA service that abuts the eastern boundary of the property will remain as-is. The railroad facilities in this area operate 24 hours a day, seven days a week and will generate noise and other railroad related activities. The MBTA requests the proponent inform prospective residents of the possible noise concerns and include language in rental or other agreements indicating the resident's acknowledgement of MBTA activities occurring at any point of the day.

Crane, Hoists & Aerial Lift Use

Construction of the project and/or ongoing maintenance of the structure and improvements may require the support of a crane, hoists, and/or aerial lifts. Placement to prevent the fouling of the ROW will be a requirement to ensure safety of the adjacent Commuter Rail operations. The project will need to work with the MBTA to address any safety concerns through a review of workplans for these activities in advance of the work.

Future Compatibility with MBTA Use

The MBTA reserves the right to conduct future work on adjacent parcels and within its right-of-way (ROW). To avoid future conflicts, the project should be designed so that it does not rely on MBTA property to meet any state or local building code requirements—such as for setbacks, egress, light, air, or fire safety access. All code-related needs should be fully met within the boundaries of the project site. This will help ensure long-term compatibility with MBTA operations, maintenance, and potential future improvements. The project team should also coordinate with MBTA Real Estate during final design to confirm that no elements of the project require additional property rights or agreements beyond those already identified

Licensing Requirement

Due to the proximity to the MBTA service road and ROW, the Authority's Zone of Influence policy will apply to this project. The licensing process will include a review of design and construction plans, canvassing internal departments on potential impacts, and supporting projects during construction, including operations, field staff, and flagging support when deemed necessary to maintain the safety of MBTA operations. All support costs will be borne by the project through the execution of a force account agreement. License applications and further information on MBTA's policy may be obtained at mbtarealty.com/licenses.

Transit Impact and Mitigation

The MBTA is pleased to see that the proponent is incorporating a low parking ratio prioritizing transit usage. As the project introduces 68 units within walking distance of MBTA services, the MBTA encourages the proponent to consider potential mitigation measures to support public transit use. Particularly, on how the project can contribute to supporting costs of the necessary infrastructure improvements that will benefit prospective residents, visitors, and future employees of the project and the Hyde Park community. This may include subsidized transit passes for residents through the MBTA's Perq Program.

The MBTA encourages the project team to consider additional public realm enhancements that will serve the development including coordination with the City to provide an accessible bus stop, currently located north of the project at 1664 Hyde Park Ave (#26467). The stop is served by the high-frequency route 32

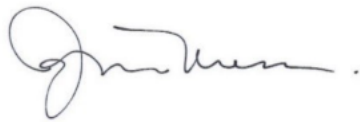
and lacks the accessible front door landing area and rear door clear zone required by the Public Right-of-Way Accessibility Guidelines (PROWAG). The MBTA requests support from the proponent to further the MBTA's mission of providing high quality and accessible bus infrastructure by providing a bus shelter following the MBTA's [Bus Stop Design Guidelines](#). Due to the project's reliance on access to MBTA service for its residents and given the number of parking spaces relative to the quantity of residences, the MBTA believes that a high quality and accessible bus stop would incentivize the use of the bus service on Hyde Park Ave.

Moving Forward

The MBTA requests that the project team schedule a follow up meeting to discuss the items outlined here.

Continued partnership with the City is a key component in identifying opportunities to support a safe transit system that can serve the Hyde Park community as it continues to develop. If you have any questions regarding these issues, please feel free to contact Joe Blankenship, Director of TOD Planning at (857) 378-6648 or by email at jblankenship@mbta.com.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jennifer Mecca", followed by a period.

Jennifer Mecca, Deputy Chief, Transit-Oriented Development

cc: J. Blankenship, Director of Transit-Oriented Development Planning
R. Mann, Senior Director of Real Estate
R. Duverge, Deputy Director of Real Estate Permitting & Planning
M. Folts, Senior Manager of Transit-Oriented Development Planning
F. Alikpokou, Project Manager of Transit-Oriented Development

MEMORANDUM**NOVEMBER 13, 2025**

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

FROM: NUPOOR MONANI, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
CASEY A. HINES, DEPUTY DIRECTOR OF DEVELOPMENT REVIEW
ZOE DUVALL, PROJECT MANAGER
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II
MICHELLE YEE, PLANNER I
DANIELA ESPINOSA, TRANSPORTATION PLANNER
SCOTT SLARSKY, SENIOR ARCHITECT AND URBAN DESIGNER

SUBJECT: 157 GRANITE AVENUE, DORCHESTER

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 157 Granite Avenue (the “Proposed Project”), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the “Code”); (2) execute and deliver an Affordable Housing Agreement (“AHA”) in connection with the Proposed Project; and (3) and take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project;

PROJECT SITE

The Proposed Project site consists of a vacant 24,066 square foot lot “Project Site”). The undeveloped site directly abuts the Cedar Grove Cemetery, Neponset River, and Neponset River Reservation and Trail. It is bounded by surrounding multi-family, single-family, and mixed-use residential buildings. The site also provides direct connections to I-93 and Gallivan Boulevard.

DEVELOPMENT TEAM

The development team consists of:

Developer/Proponent:

Denis Keohane, Trustee
Keohane Realty Development Trust
469 Neponset Avenue
Dorchester, MA 02122

Legal Counsel:

Adams & Morancy, P.C.
George Morancy, Esq.
350 West Broadway
South Boston, MA 02127

Architecture:

Spalding Tougias Architects, Inc.
Cheryl Tougias, AIA LEED AP
46 Waltham Street, Suite 2A
Boston, MA 02118

PROPOSED PROJECT

The Proposed Project consists of a new five-story mixed-use building at 157 Granite Avenue in Dorchester's Cedar Grove/Adams Village neighborhood (the "Project"). The new building will contain 24 residential condominium homeownership units, including income-restricted affordable units pursuant to the City of Boston's Inclusionary Development Policy requirements. The homeownership units include approximately six (6) one-bedroom units, seventeen (17) two-bedroom units, and one (1) three-bedroom unit.

PLANNING AND ZONING CONTEXT

The Proposed Project at 157 Granite Avenue is located within the Dorchester Neighborhood Zoning District's 1F-5000 Subdistrict, governed by Article 65 of the Zoning Code. Portions of the site are also located within the Coastal Flood Resilience Overlay District (CFROD), governed by Article 25A. The proposed multi-family residential building aligns well with the built environment of this area which currently consists of a multi-family residential building and a commercial building

adjacent to the Cedar Grove Cemetery.

Staff review was guided by the local context and citywide planning goals. During staff review of the project, streetscape improvements were designed to ensure compliance with Complete Street Guidelines to guarantee an appropriate path of travel was established on Granite Avenue. While the Proposed Project will need variances for dimensional regulations including use, height, and FAR, the Proposed Project design evolved to mitigate impact on the abutting Cedar Grove Cemetery. The upper rear levels, which face the cemetery, will step back to reduce visual impact. Zoning relief is appropriate given the Proposed Project's consistency with an established dimensional context found on this section of Granite Avenue, as well as the provisions of Section 7-3 of the Zoning Code.

ARTICLE 80 REVIEW PROCESS

On September 30, 2024, 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 two virtual public meetings for the Proposed Project on September 9, 2024, and October 20, 2025. The public comment period in connection with the Proponent's submission of the SPRA was voluntarily extended and ended on October 31st, 2025.

The virtual public meetings were advertised in the relevant neighborhood newspapers and posted to the BPDA's website, and a calendar notification was sent to all subscribers of the BPDA's Dorchester neighborhood updates. Local city and State elected officials received notification of the public meeting via email. The presentations and recordings of the virtual public meetings were published on the 157 Granite Avenue project webpage on the Planning Department website.

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 (the "IDP"), and is located within Zone C, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, three (3) units will be created as IDP homeownership units (the "IDP Units"). Two (2) units will be made available to households with incomes not more than 80% of Area Median Income ("AMI"), as published by the BPDA as annual income and price limits and based upon data

from the United States Department of Housing and Urban Development (“HUD”), and one (1) unit will be made available to households with incomes more than 80% of AMI and not more than 100% of AMI.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Sales Price
207	Two-Bedroom	1,080	100%	\$368,973
304	Two-Bedroom	1,300	80%	\$284,970
402	One-Bedroom	800	80%	\$241,977

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

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

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

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

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

In addition, the Proponent is required to make a partial unit IDP contribution of \$24,000—representing 0.12 units—to the IDP Special Revenue Fund (“IDP Fund”), held by the City of Boston Treasury Department, and managed by the City of Boston Mayor’s Office of Housing. This payment shall be made at the time of the building permit. Combined, this partial unit contribution together with the three (3) designated IDP Units fully satisfies the IDP requirements of the Proposed Project pursuant to the December 10, 2015 IDP.

ENABLING INFRASTRUCTURE, MITIGATION & COMMUNITY BENEFITS

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

- Per the City of Boston Bike Parking Guidelines, 26 long-term bike spaces in a dimensionally compliant bike parking room and 4 short-term bike spaces.
- A one-time bikeshare contribution of \$6,875 to the Boston Transportation Department (BTD) prior to issuance of the Certificate of Occupancy.
- Reconstruction of the crosswalk and curb ramps at the Granite Avenue/Hill Top Street intersection per PIC standards, and improvements to the intersection and signalization of Granite Avenue and Hilltop Street that optimally address Project Site access and improve traffic circulation, such as the reallocation of the southbound protected left turn phase to a signalized driveway, in Coordination with BTD
 - The intersection at Granite Avenue and Hilltop Street will continue to be reviewed by the Planning Department, in coordination with BTD, and PIC. The Granite Avenue crosswalk will remain South of the new proposed driveway into the development. As such, all related review and approval of appropriate improvements to traffic lights and signage installation shall be completed prior to issuance of Certificate of Approval.

- A financial commitment to two Dorchester non-profit community service organizations in the amount of \$10,000 each to be delivered by or before issuance of the Certificate of Occupancy:

Project D.E.E.P.: Project D.E.E.P. is a 501(c)(3) non-profit educational program which operates through collaborations with Boston Centers for Youth & Families and Mayor Michelle Wu, and charitable institutions like The Martin Richard Foundation. The mission of the program is to foster and facilitate the educational, athletic and social growth and development of elementary and middle school children throughout the Dorchester community.

One Worrell Street
Dorchester, MA 02122

Irish Pastoral Centre: The Irish Pastoral Centre, a 501(c)(3) non-profit organization located in the heart of Adams Village in Dorchester, extends the hand of friendship and support to new arriving Irish in Boston through a comprehensive range of caring and culturally appropriate spiritual, family, social, legal, wellness and educational services.

540 Gallivan Boulevard
Unit Rear
Dorchester, MA 02124

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

ITEMS FOR FURTHER STUDY AND REVIEW WITH PLANNING

Discussions regarding the transformer location are ongoing and review with Planning should be revisited following Board approval. Planning expressed significant concerns about the proposal to install the transformer at the back of the sidewalk which will have negative impacts upon the public realm and upon the character of the building frontage.

Planning requests further study of where porous pavement can be deployed in support of BWSC requirements and city stormwater management priorities. The Proponent is encouraged to maximize porosity, extending into vehicular areas to the extent feasible, and to consider accessibility, durability, and maintenance when identifying pervious materials for use in pedestrian areas. Use of poured-in-place permeable materials in pedestrian zones are encouraged.

The intersection at Granite Avenue and Hilltop Street will continue to be reviewed by the Planning Department, in coordination with BTM, and PIC. The Granite Avenue crosswalk will remain South of the new proposed driveway into the development. As such, all related review and approval of appropriate improvements to traffic lights, signal sequence changes, and signage installation shall be completed prior to issuance of 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; (2) execute and deliver an Affordable Housing Agreement ("AHA") in connection with the Proposed Project; and (3) and take any other action and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project; and

Appropriate vote follows:

VOTED:

That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the 157 Granite Avenue project (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 execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

**FURTHER
VOTED:**

That the Director be, and hereby is, authorized to execute and deliver an Affordable Housing Agreement for the creation of three (3) IDP Units in connection with the Proposed Project; and

**FURTHER
VOTED:**

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

APPENDIX

Exhibit A

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	45,605
Gross Floor Area	34,830
<i>Residential</i>	34,830
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	8,420
Development Cost Estimate	\$10,600,000
Residential Units	24
<i>Rental Units</i>	0
<i>Ownership Units</i>	24
<i>IDP/Affordable Units</i>	4
Maximum Parking spaces	25
<i>Long-term Bicycle Parking</i>	26
<i>Short-term Bicycle Parking</i>	4
<i>Location of Bike Room</i>	First floor
<i>Bluebike Docks</i>	0
<i>Bluebike Stations</i>	0

<i>Minimum Monetary Bluebike Contribution</i>	\$6,875
<i>Loading Bays</i>	0

*The Planning Department uses this estimated cost to gain an understanding of the development environment in Boston. It is not necessary for you to project an exact cost, just the best estimate at this time. If you have have no realistic estimate and instead submit obvious placeholder data (e.g., \$1 million), the Planning Department reserves the right to replace that with an estimate based on a formula generated by the agency Research Department.

Data generated on:

11/5/2025 11:46:37

Planning Department PM: click here to access the data:

https://bpda.lightning.force.com/lightning/r/Project_c/a091Q00000WMJ1OQAX/view

Developer: click here to update the data:

developer.bostonplans.org

Project Name:

157 Granite Avenue

Exhibit B

GARAGE ENTRANCE

The site plan illustrates the proposed building layout and parking areas. Key features include:

- Parking Areas:**
 - 25 PARKING SPACES:** A large paved area on the left side of the site, measuring approximately 108' x 244'.
 - Garage:** A 170' x 170' structure located near the top center, with an adjacent 25 parking spaces.
 - Pick-up / Drop-off / Drop-off / Drop-off:** A designated area at the top left, measuring 59' x 7'.
- Building Footprint:** A large, irregularly shaped building footprint occupying the central and right portions of the site. It includes a central lobby, multiple rooms, and a trash/recycling area.
- Landscaping:** Various landscape areas are shown, including a large landscape area on the right (108' x 108'), a smaller landscape area at the bottom left (20' x 10'), and a landscape area at the bottom right (10' x 10').
- Access and Circulation:**
 - Garage Entrance:** Indicated at the top center.
 - Drop-off / Drop-off / Drop-off / Drop-off:** Indicated at the top left.
 - Access:** Multiple access points are shown, including a main entrance at the bottom right and a side entrance at the top right.
- Dimensions and Measurements:** Numerous dimensions are provided throughout the plan, such as 108' x 244' for the main parking area, 170' x 170' for the garage, and various smaller dimensions for rooms and landscaping.

BUILDING ENTRANCE

GRANITE AVE

BIKE ROOM ENTRANCE

10,885 GSF

157 Granite Avenue, Dorchester

FIRST FLOOR PLAN

157 Granite Avenue



1:700



157 Granite Avenue



1:700



MEMORANDUM**June 18, 2026**

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

FROM: CASEY HINES, SENIOR DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
DANIELA ESPINOSA, TRANSPORTATION PLANNER
FORD DELVECCHIO, PLANNER I
SAM VALENTINE, LANDSCAPE URBAN DESIGNER
SCOTT SLARSKY, URBAN DESIGNER
JACK GILMAN, PROJECT ASSISTANT

SUBJECT: 24 MOUNT EVERETT STREET, DORCHESTER

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 24 Mount Everett Street in Dorchester (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) enter into an Affordable Rental Housing Agreement and Restriction in connection with the Proposed Project; and (3) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions, and to execute any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The project site includes approximately 14,429 square feet of land located at 24 Mount Everett Street in the Dorchester Neighborhood of Boston (the "Project Site"). The Project Site is currently occupied by a six (6) unit multi-family dwelling. The

closest means of public transportation is the MBTA 16 bus, which has inbound and outbound stops and is under 500 feet away from the Project Site. The nearest MBTA subway station is Field's Corner Station, approximately 0.8 miles from the Project Site. The nearest MBTA Commuter Rail Station is the Upham's Corner Commuter Rail Station, which is approximately 0.7 miles from the Project Site.

DEVELOPMENT TEAM

The development team includes:

Proponent: McGregor 1, LLC
Diarmaid McGregor

Architect: Rick Schmidt Architect
Rick Schmidt

Legal Counsel: Pulgini and Norton, LLP
John Pulgini, Esq.

Landscape Architect: Verdant Landscape Architecture
Michael Joachim

PROPOSED PROJECT

McGregor 1, LLC (the "Proponent") proposes to redevelop the Project Site by constructing an addition to the existing three (3) story, six (6) unit multi-family dwelling. The addition will be to the rear of the existing structure, remaining at three (3) stories in height. The existing structure will undergo renovation, which includes moderate façade changes and construction to allow for basement bicycle parking, but otherwise, the exterior façades will remain as currently constructed in order to maintain the street line context of the neighborhood.

The Proposed Project will add ten (10) residential rental units to the existing six (6) units to create up to sixteen (16) unit residential rental building. The proposed residential rental units include ten (10) one-bedroom units, five (5) two-bedroom and one (1) studio units. The total gross floor area of the building will be up to 21,585 square feet. Up to sixteen off-street (16) vehicular parking spaces will be provided.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	16,550
Gross Floor Area	16,550
<i>Residential</i>	16,550
Development Cost Estimate	\$3,600,000
Residential Units	16
<i>Rental Units</i>	16
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	2
Maximum Parking spaces	16
<i>Long-term Bicycle Parking</i>	16
<i>Short-term Bicycle Parking</i>	2

ZONING

The Project Site is located in the Dorchester Neighborhood Zoning District, which is governed by Article 65 of the Code. The Proposed Project is anticipated to need relief from the Zoning Board of Appeals for the following variances: Article 9, Section 1: Reconstruction/Extension of non-conforming building; Article 65, Section 7: Use. MFR is a forbidden use in a 2F-6000 Zoning Sub-District; Article 65, Section 9: Building Height (Stories); Article 65, Section 9: Building Height (Feet); Article 65, Section 9: Front Yard; Article 65, Section 9: Rear Yard; Article 65, Section 9: Usable Open Space per Dwelling Unit; Article 65, Section 9: Floor Area Ratio; Article 65, Section 41: Off-Street Parking.

PLANNING CONTEXT

The Proposed Project is situated on Mt. Everett Street, in a primarily residential area, consisted mainly of three-story, three-family homes. This fully residential project is designed to integrate into the surrounding neighborhood. The existing structure will undergo renovation and construction to allow for a rear addition and basement bicycle parking. The front-facing façades will remain as currently constructed in order to maintain consistency with neighborhood context. Located 0.7 miles from both the Upham's Corner Commuter Rail Station and the Four Corners/Geneva Station, the Proposed Project is well-served by transit.

The proposed multifamily use is an existing condition found on this site, with six units in the existing dwelling. The Proposed Project's atypical parcelization merits zoning relief due to its unusual size and shape. While the subject parcel is roughly three times as large as the typical parcel found on this block, due to its mid-block location subdivision would not be practical. The large parcel size mitigates overall density and allows for a design that preserves much of the existing contextual streetscape.

ARTICLE 80 REVIEW PROCESS

On September 3, 2024, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Code (the "Code"). The BPDA sponsored and held a virtual public meeting on October 1, 2024, via Zoom. The meeting was advertised in the local newspapers, posted on the Planning Department website, and a notification was emailed to all subscribers of the Dorchester neighborhood update list. The public comment period ended on October 11, 2024.

Following a project update, a supplemental filing was submitted to the BPDA on April 23, 2026. The BPDA sponsored and held a virtual public meeting on May 7, 2026 via Zoom. The meeting was advertised in the local newspapers, posted on the Planning Department website, and a notification was emailed to all subscribers of the Dorchester neighborhood update list. The public comment period for the supplemental filing ended on May 26, 2026.

MITIGATION AND COMMUNITY BENEFITS

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

- The public realm will be improved with repair and replacement of the existing concrete sidewalk as needed and cleaning, stabilization, and full repointing of the existing masonry retaining wall.
- In support of the City's green building and carbon neutral goals, the Proposed Project will be designed to meet LEED Gold standards at the minimum.

- The project commits to the creation of 16 long-term bike parking spaces in an interior ground-floor bike room, and two (2) short-term bike parking spaces (located on a single rack) in the public realm.
- The Proposed Project will have 4,590 sq ft. of shared accessible open space.
- In support of the City's goals for expanded tree canopy, found in the Urban Forest Plan and Climate Action Plan, the Proponent is maximizing preservation of existing canopy trees and proposing new plantings wherever feasible to mitigate removals of existing trees. Nine (9) on-site trees are being preserved. No fewer than six (6) new deciduous canopy-species trees and no fewer than nineteen (19) new understory trees will be planted on site.
- Before issuance of the Certificate of Approval, the Proponent shall make a four thousand four hundred dollars (\$4,400) contribution to the Boston Transportation Department to support the bike share system.
- The Proposed Project will create approximately fifty (50) temporary construction-related jobs.

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 (the "IDP") and is located within Zone C, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, two (2) units within the Proposed Project will be created as income-restricted rental units (the "IDP Units"). Each of the two (2) IDP Units will be made available to households with incomes not more than 70% of the Area Median Income ("AMI"), as published annually by the BPDA and based upon data from the United States Department of Housing and Urban Development ("HUD").

The proposed locations, sizes, income restrictions, and maximum rent for the IDP units are as follows:

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
101	One-Bedroom	730	70%	\$1,746	Group-2A
206	Two-Bedroom	875	70%	\$1,978	

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

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

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

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

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

In addition to the two (2) on-site IDP Units, the Proponent is required to make an IDP contribution of \$16,000 to the IDP Special Revenue Fund ("IDP Fund") managed by MOH. This payment reflects a partial unit payment for 0.08 units. This payment will be made at the time of the building permit. Combined, this contribution,

together with the two (2) on-site IDP Units, fully satisfies the IDP requirements pursuant to the December 10, 2015 IDP.

RECOMMENDATIONS

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 for the Proposed Project; (2) enter into an Affordable Rental Housing Agreement and Restriction in connection with the Proposed Project; (3) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development at 24 Mount Everett Street in the Dorchester neighborhood, proposed by McGregor 1, LLC (the "Proponent"), for the construction a three (3) story multi-family residential rental dwelling with up to sixteen (16) residential rental units (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the BPDA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to enter into an Affordable Rental Housing Agreement and Restriction for two (2) on-site Inclusionary Development units; and

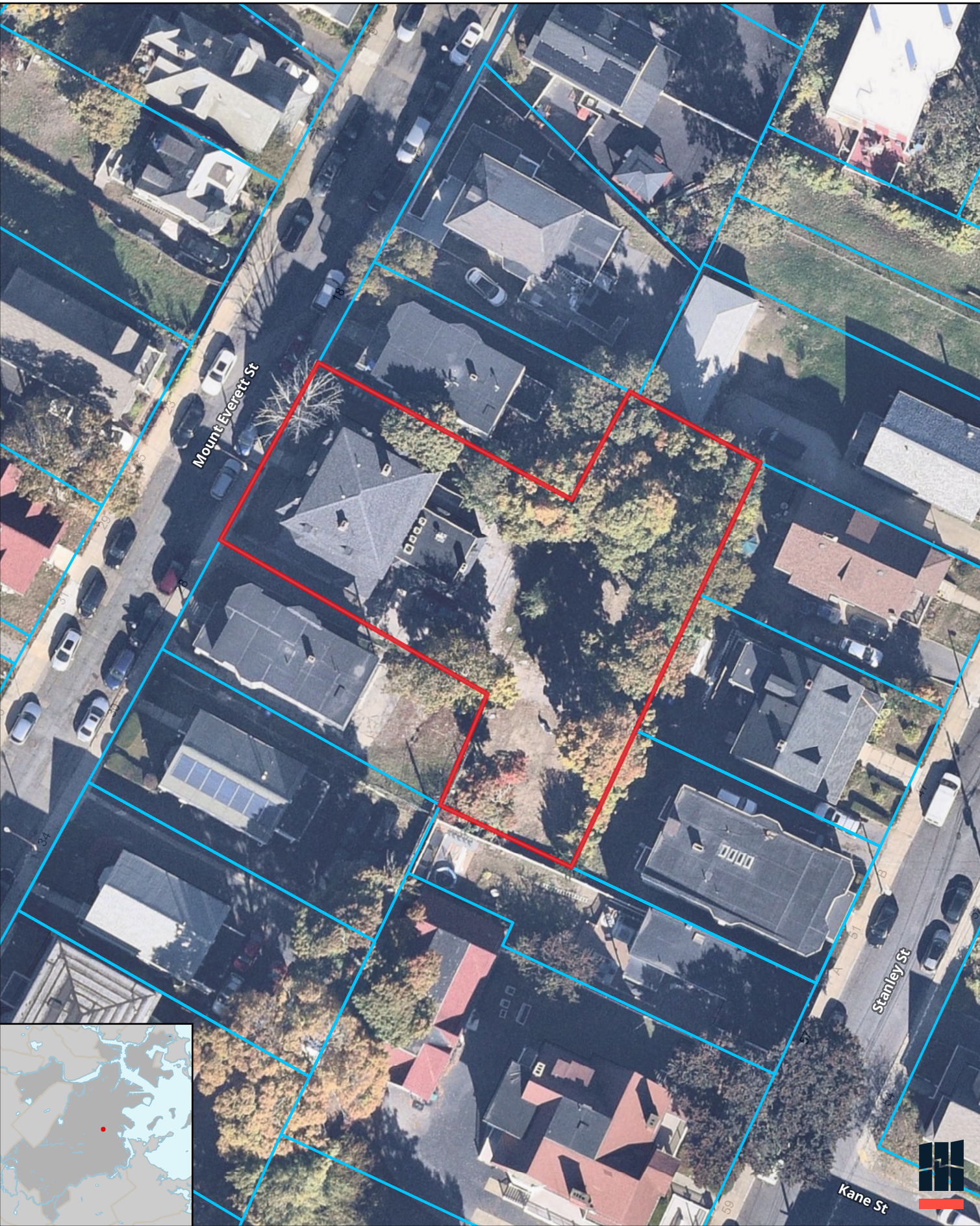
FURTHER

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

24 Mt. Everett Street



24 Mt. Everett Street





CITY of BOSTON

Michelle Wu, Mayor

To: [Stephen Harvey]
From: [Xujie Liu], PWD
Date: [11/12/2024]
Subject: [24 Mt. Everett Street] - Boston Public Works Department Comments

Included here are Boston Public Works Department (PWD) comments for 24 Mt. Everett Street.

Project Coordination:

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

Project Specific Scope Considerations:

The developer should coordinate with the Parks and Recreation Department in regards to the existing tree protection and planting of proposed street trees. The developer should also coordinate with PIC in regards to the 5' setback from the property lines. The developer shall also coordinate with PWD in regards to repairing the sidewalk and driveway in the site frontage and providing accessible reciprocal pedestrian ramp to the first floor.

Site Plan:

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

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

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

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

Sidewalks:

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

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

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



PUBLIC WORKS DEPARTMENT

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



CITY of BOSTON

Michelle Wu, Mayor

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

Green Infrastructure:

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

Driveway Curb Cuts

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

Discontinuances

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

Easements

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

Landscaping

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

Street Lighting

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

Roadway

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

Additional Project Coordination

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



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Resiliency:

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

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

Sincerely,

Jeffrey Alexis
Principal Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Todd Liming, PIC



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City of Boston
Office of Councilor
Brian Worrell

June 18, 2026

Members of the BPDA Board

Re: Support for 24 Mt. Everett St.

BPDA Board Members,

As the District 4 City Councilor, I encourage developments that are family-friendly, community-oriented, and environmentally sustainable.

I am writing this letter to express my support for the proposal at 24 Mt. Everett St. The current plans reflect community feedback given to the development team after its initial proposal. The changes have met many of the initial concerns and show a desire from the developers to build responsibly in the neighborhood.

Please consider this as written testimony for any hearings on this development as currently proposed. If you have any questions or concerns please do not hesitate to contact my office at (617) 635-3131.

Sincerely,

Brian Worrell
Boston City Council, District 4

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 FOR DEVELOPMENT REVIEW
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
TYLER TORRES, TRANSPORTATION PLANNER
JASON MCDONALD, PLANNER
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II
ANDREW ZIMMERMAN, SENIOR URBAN DESIGNER
JACK GILMAN, PROJECT ASSISTANT

SUBJECT: 85 PARKER HILL AVENUE, MISSION HILL

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 85 Parker Hill Avenue in Mission Hill (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions, and to execute any and all 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 a 49,747 square foot site located at the corner of Parker Hill Avenue and Fisher Avenue in Boston's Mission Hill neighborhood. The Project Site currently has an existing four-story structure previously used as an assisted living facility. Additionally, the Back of the Hill Urban Wild abuts the site to the South and the New England Baptist Hospital to the East.

DEVELOPMENT TEAM

The development team includes: Proponent to complete

Proponent: Savage Properties, LLC
223 Harvard Avenue
Boston, MA 02134
(617) 697-8988

Architect: EGA Architects, P.C.
One Vernon Street
Newburyport, MA 01950
(978) 462-5515

Legal Counsel: Pulgini & Norton, LLP
10 Forbes Road, Suite 410
Braintree, MA 02184
(617) 851-6457

Landscape Architect: Verdant Landscape Architecture
318 Harvard Street, Suite 25
Brookline, MA 02446
(617) 735-1180

Civil Engineer: CEC Land Surveyors
8 Oak Street, Unit 3
Peabody, MA 01960
(978) 531-1191

PROPOSED PROJECT

Savage Properties (the “Proponent”) proposes to fully renovate the existing building for use as multi-family housing with additions to the existing courtyard for additional residential rental units and a new vestibule and primary entrance on Parker Hill Avenue (“Proposed Project”). The existing four (4) story building has a gross floor area of 67,829 square feet and contains seventy-five (75) assisted living rooms and thirteen (13) guest rooms. The additions to the building are proposed to total 15,487 square feet of gross floor area and create one-hundred and three (103)

residential rental units. The one hundred and three (103) units will be composed of forty-one (41) studio units, thirty-five (35) one-bedroom units, nineteen (19) two-bedroom units, and eight (8) three-bedroom units.

Outdoor space around the existing building and within the existing courtyard will be developed for usable activity area. The interior of the building will include common amenity areas. The project will add four (4) off-street vehicular parking spaces, one of which will be a handicap accessible vehicle space, to the existing seven (7) vehicular parking spaces for a total of eleven (11) off-street vehicular parking spaces as well as a loading area. The Proposed Project will also contain one-hundred and three (103) interior bike parking spaces and twenty-two (22) exterior bike parking spaces.

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

<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	83,316
Gross Floor Area	83,316
<i>Residential</i>	83,316
<i>Office</i>	0
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	11
Development Cost Estimate	\$18,000,000
Residential Units	103
<i>Rental Units</i>	103
<i>Ownership Units</i>	0
<i>IZ/Affordable Units</i>	8
Maximum Parking spaces	7
<i>Long-term Bicycle Parking</i>	103

<i>Short-term Bicycle Parking</i>	22
<i>Location of Bike Room</i>	Ground-floor
<i>Bluebike Docks</i>	0
<i>Bluebike Stations</i>	0
<i>Minimum Monetary Bluebike Contribution</i>	\$28,325
<i>Loading Bays</i>	0

PLANNING AND ZONING CONTEXT

The Proposed Project seeks to convert a multifamily assisted living facility to a non-specialized multifamily dwelling. Parker Hill Avenue is characterized by three-story, three-family dwellings on lots ranging from approximately two to four thousand square feet, interspersed with multifamily dwellings on larger lots. The site abuts the New England Baptist Hospital as well as the Back of the Hill Urban Wild. Due to its proximity to this open space asset, the Proposed Project is also subject to review and approval by the Boston Parks Commission, per Municipal Code Section 7-4.11.

The Proposed Project is located in the New England Baptist Hospital Institutional Subdistrict of the Mission Hill Neighborhood Zoning District, regulated by Article 59 of the Zoning Code. The Proposed Project seeks relief for insufficient parking. Pending a proposed subdivision, the parking lot will primarily be located on a separate lot from the dwelling. Should the site be subdivided, a conditional use permit for ancillary parking would be required for parking on one lot to serve a residential use on an abutting lot.

The required parking for the site would be 103 spaces when the project is presently proposing 11 spaces. The proponents have worked with city staff to properly determine parking needs and follow best practices from the Boston Transportation Department.

ARTICLE 80 REVIEW PROCESS

On February 13, 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 "Code"). The BPDA sponsored and held a virtual public meeting on March 4, 2026, via Zoom. The meeting was posted on the Planning Department website, and a notification was emailed to all subscribers of the Mission Hill neighborhood update list. The public comment period ended on April 24, 2026.

Following a project update, the BPDA sponsored and held a virtual public meeting on June 29, 2026 via Zoom. The meeting was posted on the Planning Department website, and a notification was emailed to all subscribers of the Mission Hill neighborhood update list.

MITIGATION AND COMMUNITY BENEFITS

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

PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements must be completed upon issuance of Certificate of Occupancy. These proposed improvements are subject to design review and approval by the Boston Transportation Department (BTD), Public Works Department (PWD), Public Improvement Commission (PIC), and the Planning Department. The Planning Department strongly recommends that the Proponent return to the Planning Department following BPDA Board approval to review design updates with the Article 80 Development Review team prior to initiating the PIC process. PIC staff rely on Planning PIC reviewing staff to confirm that Article 80 projects have been fully coordinated with the proposed PIC plan submissions prior to moving to the PIC New Business agenda. Anticipated PIC actions involve a scope of Specific Repairs, including: driveway curb cut width modification; curb realignment; sidewalk spot repairs; modification of curb ramps and reciprocal ramps to achieve a compliant condition. The abovementioned modification of ramps involves splitting the apex ramp at the southwest corner of Parker Hill Avenue and Fisher Avenue into two directional ramps and establishing directional reciprocal curb ramps at the northwest and southeast corners of the intersection.

The project site abuts the Parker Hilltop Urban Wild Open Space, therefore the project is subject to Parks Design Review per City of Boston Municipal Code Section 7.4-11.

All City Property Trees within the abutting urban wild open space parcel are subject to the protections of the City of Boston Municipal Code Section 7.4.7-G Protection of City Property Trees. Any impacts to City Property trees including, but not limited to, removal, canopy pruning, or root pruning portions of the tree which extend beyond the property line into the privately-owned parcel requires approval per these regulations prior to issuance of a building permit.

In an effort to speak with one voice as a City, and to set the project up for success in the Boston Parks and Recreation Department (BPRD) approvals required as a part of the project, the Planning Department has communicated to the Proponent concerns about anticipated impact to City Property Trees and the abutting Urban Wild site resulting from the proposed retaining wall at the southwest corner of the parcel, and requested that the project be revised to alleviate the impact. Planning's concerns are consistent with those identified by BPRD's Director of Urban Wilds in their March 26, 2026 comment letter in response to the Small Project Review Application (SPRA), which the Proponent has yet to address. The proponent will continue to work with BPRD and Planning Department staff in the post-Board review of this project to more fully address and resolve issues associated with the introduction of the proposed retaining wall. The Proponent agrees to continue working with BPRD and Planning staff to resolve the identified impacts to the satisfaction of BPRD and finalize the design coordination of this area of the proposed site plan through the post-Board SPRA process.

The project is subject to design review after Board approval with particular attention to refinement of the penthouse level and screening of any mechanical equipment from the public right away. Should the project pursue historic tax credits it will be subject to state and federal guidelines for rehabilitation and a separate approval process.

Upon issuance of the full Building Permit, the Proponent will make a one-time monetary contribution of \$28,325.00 to the Boston Transportation Department ("BTD") to be contributed upon issuance of Certificate of Occupancy to support the bikeshare system. The Proponent has also agreed to make a contribution of \$20,000.00 to the Mission Hill Link Bus.

Parking access will be located on Parker Hill Avenue, accessing the shared, ground-level lot. The existing curb cut width will be adjusted to be no more than 22' wide on Parker Hill Avenue in order to maximize pedestrian safety and minimize disruption of pedestrian experience on the accessible sidewalk. All driveway curb cuts must maintain flush sidewalks constructed of approved city standard materials that are consistent in color and tone with adjacent sidewalk conditions.

The Proponent agrees to work with the Boston Transportation Department ("BTD"), the Public Improvements Commission ("PIC"), Boston Public Works Department ("PWD"), the Planning Department and the Disabilities Commission regarding the

installation of a raised crosswalk across Parker Hill Avenue, between the reciprocal ramps.

The Proponent will voluntarily make a \$25,000.00 contribution to the IDP Fund.

INCLUSIONARY ZONING

The Proposed Project is subject to Zoning Code Article 79 Inclusionary Zoning, dated October 1, 2024 ("IZ") and is located within Zone B, as defined by IZ. The Proposed Project is not subject to the affordability commitments previously approved by the BPDA Board for the same Project Site on August 13, 1998. IZ requires that a minimum of 17% of the total number of units or residential leasable square footage within Article 80E Small Project developments are designated as IZ units. In this case, eight (8) units or approximately 7.77% of the total number of units, and 17.14% of residential leasable square footage, within the project will be designated as income-restricted units (the "IZ Units"), each made available to households with incomes not more than 60% of the Area Median Income ("AMI"), based upon data from the United States Department of Housing and Urban Development ("HUD") and published by the Mayor's Office of Housing ("MOH") as annual income and rental price limits.

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

Unit Number	Number of Bedrooms	Unit Size (Sq Ft)	Percent of AMI	Rent	Group-2
G04	Three-Bedroom	1,193	60%	\$1,948	
A202	Three-Bedroom + Den *	1,315	60%	\$2,156	
A309	Three-Bedroom + Den *	1,402	60%	\$2,156	Sensory
B109	Three-Bedroom + Den *	1,288	60%	\$2,156	
B206	Three-Bedroom + Den *	1,478	60%	\$2,156	Group-2A & Sensory
B308	Three-Bedroom	967	60%	\$1,948	
C403	Three-Bedroom + Den	1,132	60%	\$1,948	Group-2A
C405	Three-Bedroom + Den *	1,217	60%	\$2,156	

* Where designated, units may be rented at a price up to the maximum IZ rent for a four-bedroom unit due to the units' layouts and square footage.

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

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

- (1) Boston resident;
- (2) Household size (minimum of three (3) persons or four (4) persons, as set forth per unit in the Affirmative Marketing Plan); and
- (3) Households who are directly displaced or severely rent-burdened (to be marketed for two (2) income-restricted units).

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

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

RECOMMENDATIONS

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

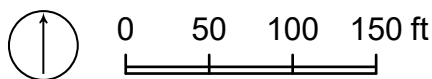
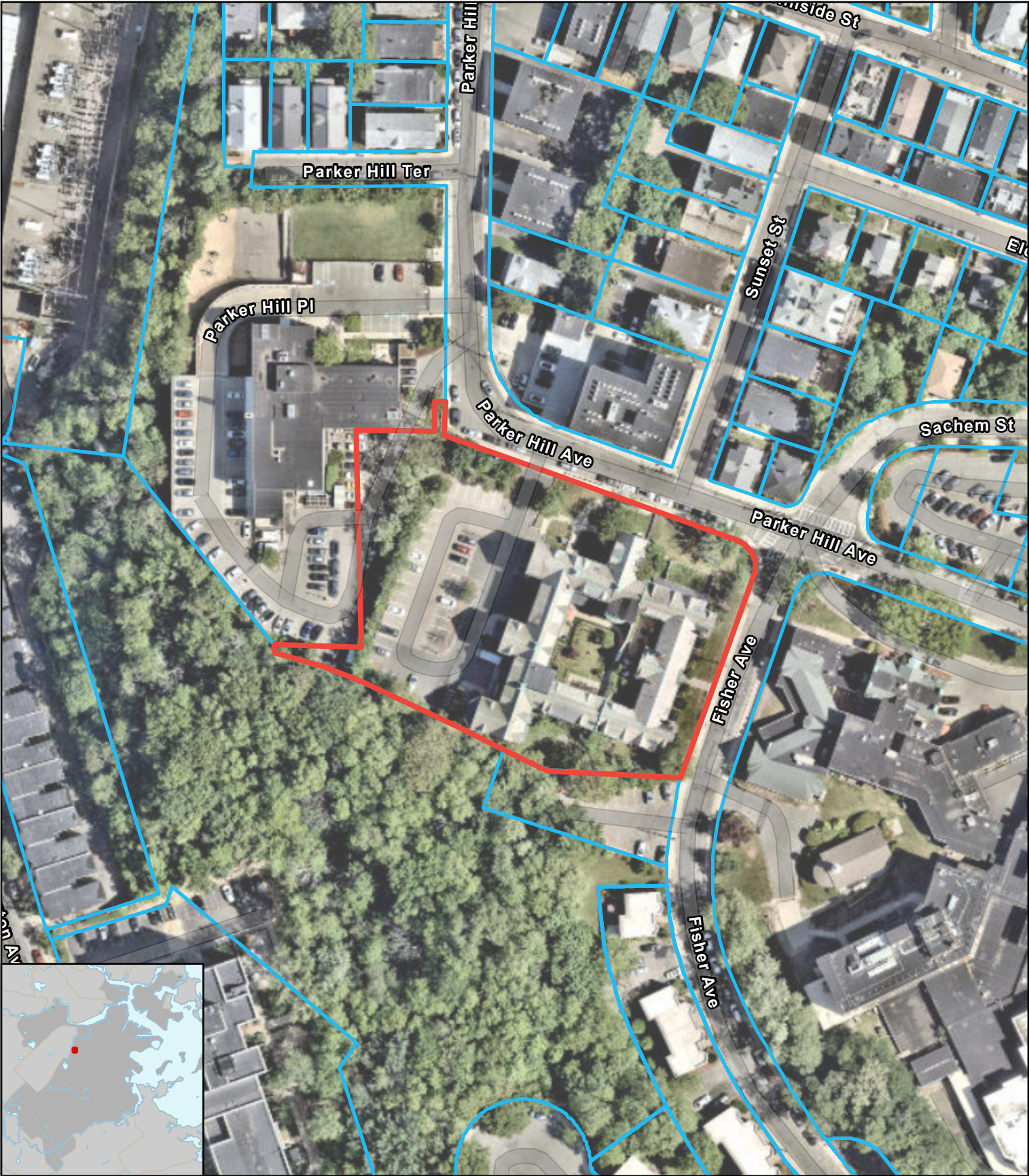
Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development at 85 Parker Hill Avenue in the Mission Hill neighborhood, proposed by Savage Properties (the "Proponent"), for the renovation and addition to the existing building for use as multi-family housing containing one hundred and three (103) residential rental units (the "Proposed Project"), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the BPDA; and

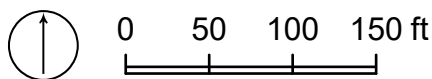
FURTHER

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

85 Parker Hill Avenue



85 Parker Hill Avenue





HENRY SANTANA
BOSTON CITY COUNCILOR AT-LARGE

One City Hall Square, Suite 550, Boston, MA 02201

Henry.Santana@boston.gov | 617-635-4205

July 16th, 2026

Re: Councilor Santana's Comment Letter Regarding 85 Parker Hill Ave

Dear Members of the Boston Planning Department,

I am writing to express significant concerns raised by Mission Hill residents regarding the proposed redevelopment of 85 Parker Hill Avenue, the former New England Baptist Hospital School of Nursing building. As an At-Large Boston City Councilor, I strongly support the creation of new housing across Boston and recognize the urgent need to increase the City's housing supply. Thoughtfully planned housing production is essential to addressing our affordability crisis and ensuring that Boston remains a city where people of all incomes can live and thrive. At the same time, I believe these concerns warrant careful consideration before this project advances through the City's approval process to ensure that new development reflects both the City's housing goals and the needs of the surrounding community.

A central concern is the Boston Planning Department's determination that this proposal qualifies for Small Project Review. Under Article 80, projects containing 50,000 square feet or more are generally subject to Large Project Review. The proposed redevelopment contains approximately 49,774 square feet—just 226 square feet below that threshold.

Residents have also raised concerns regarding the subdivision of this parcel, which had the practical effect of reducing the level of review required under the Article 80 process. Whether or not that outcome was intended, the result is that a project of considerable size and neighborhood significance is proceeding through a Small Project Review rather than the more comprehensive Large Project Review process. This has limited opportunities for robust public participation, reduced the scope of required impact analyses, and constrained the level of public scrutiny that many residents believe this project warrants.

Regardless of whether the proposal technically falls below the numerical threshold established under Article 80, the scale, intensity, and lasting impacts of a 114-unit residential development warrant the level of public review and analysis that Large Project Review was designed to provide. Article 80 exists not only to establish technical thresholds, but also to promote transparency, thoughtful planning, and meaningful community engagement for projects with significant impacts on Boston's neighborhoods. In this instance, many residents believe that spirit has not been fully realized.

Given the scale of the proposal, its location within an institutional zoning district, the adaptive reuse of a historic institutional building, the addition of new construction, and its proximity to the Large Project Review threshold, I respectfully urge the Department to reconsider whether a more comprehensive review is appropriate. A Large Project Review would provide additional public meetings, more robust transportation, infrastructure, environmental, and neighborhood impact analyses, and a fuller examination of the project's cumulative effects on Mission Hill. Such a review would strengthen public confidence in the process while ensuring that all potential impacts are fully evaluated before final approvals are granted.

Residents have also expressed concern that many immediate abutters were unaware of the initial planning meeting, limiting meaningful community participation during the earliest stages of the review process. Community engagement should not simply satisfy procedural requirements; it should provide residents with a genuine opportunity to shape projects that will have lasting impacts on their neighborhood.

Mission Hill has consistently demonstrated that it welcomes responsible development. The neighborhood has supported institutional expansion, affordable housing, and thoughtfully planned growth for decades. The concerns raised here are not an attempt to prevent investment or housing production; rather, they reflect a desire to ensure that new development contributes positively to the community, supports long-term neighborhood stability, and proceeds through a review process that inspires public confidence.

This project represents an important opportunity to preserve a historic building while creating much-needed housing that strengthens the surrounding neighborhood. I respectfully request that the concerns of Mission Hill residents be given full consideration before any final approvals are granted.

Thank you for your attention to these important issues. I look forward to continued dialogue and to working collaboratively toward a project that advances Boston's housing goals while respecting the priorities of the Mission Hill community.

Sincerely,

Henry A. Santana

Henry Santana

Boston City Councilor At-Large

Boston Water and
Sewer Commission

980 Harrison Avenue
Boston, MA 02119

617-989-7000
Fax: 617-989-7718



February 24, 2026

Mr. Stephen Harvey, Senior Project Manager
Boston Planning Department
One City Hall Square
Boston, MA 02201

Re: 85 Parker Hill Avenue, Mission Hill
Small Project Review Application

Dear Mr. Harvey:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed redevelopment project located at 85 Parker Hill Avenue in the Mission Hill neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The proposed project is located on a 49,747 square foot lot of land which is presently occupied by a residential building and courtyard. The developer, Savage Properties, proposes to renovate the existing 67,829 square foot building and construct 14,487 square feet of building additions within the existing courtyard area. The proposed multi-family development will contain 114 residential apartments comprised of studio, one-bedroom, and two-bedroom units. Amenities such as outdoor space, lounge areas, and a fitness center will be provided. On-site parking for 10 storage for 138 bicycles is also proposed.

Water service is provided by Commission owned and maintained facilities in Parker Hill Avenue and Fisher Avenue. Parker Hill Avenue has a 12-inch pit cast iron (PCI) water main that was installed in 1892. Fisher Avenue has a 12-inch ductile iron cement lined (DICL) water main that was installed in 1988, and a 20-inch DICL water main that was installed in 1973. These water mains are part of the Commission's Southern High Pressure Zone.

Commission sewer and drain facilities on Parker Hill Avenue consist of a 12-inch vitrified clay sanitary sewer and a 15-inch vitrified clay storm drain. Fisher Avenue has an 8-inch vitrified clay sanitary sewer and a 12-inch vitrified clay storm drain.

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

The Commission has the following comments regarding the proposed project.



General

1. Prior to the initial phase of the site plan development, Savage Properties 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 Savage Properties' expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as backflow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, has implemented a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of I/I for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission will require proponent to develop a consistent 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. Water use and sewage generation estimates were not provided in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Savage Properties 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. Savage Properties should also provide the methodology used to estimate water demand for the proposed project.
6. The Commission will require Savage Properties to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Savage Properties to inspect sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. Savage Properties is responsible for evaluating 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, Savage Properties 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. Savage Properties should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code, consider outdoor landscaping which requires minimal use of water to maintain. If Savage Properties plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
2. Savage Properties 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. Contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
3. Savage Properties will be required to install approved backflow prevention devices on the water services for fire protection, mechanical equipment and any irrigation systems. Consult with the Commission's Manager of Engineering Code Enforcement, with regards to backflow prevention.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit



(MTU) and connect the device to the meter. For information regarding the installation of MTUs, contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Savage Properties 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. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Savage Properties is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
3. The Commission encourages Savage Properties to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Savage Properties 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, Savage Properties will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

Boston Water and
Sewer Commission

980 Harrison Avenue
Boston, MA 02119

617-989-7000
Fax: 617-989-7718



5. Savage Properties must fully investigate methods for retaining stormwater on-site before the Commission considers 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 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 discharged to a sanitary sewer.
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, Savage Properties will be required to meet MassDEP Stormwater Management Standards.
7. 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.
8. The Commission requests that Savage Properties 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. Contact the Commission's Operations Division for information regarding the purchase of the castings.
9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/ejp

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



Stephen Harvey <stephen.j.harvey@boston.gov>

BPRD comments on 85 Parker Hill Avenue

Carrie Marsh Dixon <carrie.marsh@boston.gov>

Thu, Mar 26, 2026 at 5:50 PM

To: Seth Riseman <seth.riseman@boston.gov>, Stephen Harvey <stephen.j.harvey@boston.gov>, Jill Zick <jill.zick@boston.gov>

Cc: Paul Sutton <paul.sutton@boston.gov>

Hello - please see the comments below about [85 Parker Hill Avenue](#) which is adjacent to the City's Back of the Hill Urban Wild. Thank you.

----- Forwarded message -----

From: **Paul Sutton** <paul.sutton@boston.gov>

Date: Thu, Mar 26, 2026 at 3:44 PM

Subject: Re: [Planning Department] [85 Parker Hill Avenue](#): SPRA Filing Notice & Public Meeting

To: Carrie Marsh Dixon <carrie.marsh@boston.gov>

The proposed redevelopment plan includes a large retaining wall and a walkway that comes in very close proximity (the wall is just a few feet from the property line) to the top of the hill that is the City's Back of the Hill Urban Wild. Previous redevelopment adjacent to the top of the Back of the Hill site was simply too close to the property line and lacked proper restoration/stabilization; this consequently had detrimental impacts on the stability of the hillside. Specific concerns in this area include insufficient setbacks, offsite drainage, and hillside erosion/subsidence.

Some additional information listed here is needed to fully review the proposal impacts on the City conservation land.

- Proposed grading plan
- Proposed drainage plan
- Plans for relocating remnant fence extending onto City property
- Detail of existing shrub and groundcover layer impacted by redevelopment at the property border with City conservation land
- Restoration plans for soil disturbance, reduction in impervious surfaces, and impacts to root system of adjacent trees (tree protection zone)
- Detailed landscaping plan showing plant materials, sizes and quantities

Thank you,
Paul

**PAUL SUTTON**

Director of Urban Wilds

Boston Parks and Recreation Department

617-961-3029(w)

Follow us [@BostonParksDept](#) and [Like us on Facebook](#)