



Planning Department

CITY of BOSTON

MEMORANDUM

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

FROM: Joanne Marques
Planning Department

DATE: September 1, 2026

RE: Planning Department Recommendations

Please find attached, for your information, Planning Department recommendations for the September 8, 2026 Board of Appeals Hearing.

Also Included are the (2) Article 80 projects

460 W Broadway South Boston 02127
151 Lenox ST Roxbury 02118

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



Case	BOA1822390
ZBA Submitted Date	2026-02-19
ZBA Hearing Date	2026-08-20
Address	276 to 278 Washington ST Boston 02109
Parcel ID	0303903000
Zoning District & Subdistrict	Sky-Low-DT (Formerly Midtown Cultural District)
Zoning Article	Article 38
Project Description	Change of use from a retail chocolate store to a cafe and coffee shop with takeout.
Relief Type	Conditional Use
Violations	Use: Conditional

Planning Context:

The proposed project at 276-278 Washington Street sits in what was formerly the Midtown Cultural district, now SKY-LOW-DT, and was regulated by Article 38 of the Boston Zoning Code. Skyline districts are those that the city has identified as being high-activity areas, with potential to support a vibrant mix of uses. The proponent, Blank Street Coffee, is a popular retail cafe chain with ten existing locations across Boston, Cambridge, and Wellesley. Located within the landmark Winthrop-Carter building, the proposed project sits at the heart of Downtown Boston. The surrounding areas feature ground-floor restaurants and cafes with mid-rise office and residential spaces above. The proposed use sits directly on Washington Street, a highly trafficked pedestrian corridor in Downtown Crossing. Additionally, the site is well-connected to transit, located just a few hundred feet from the MBTA Orange and Blue line entrances and 0.15 miles from the Red and Green line stations.

Zoning Analysis:

The refusal letter for the proposed project was issued on August 20, 2025, and cited the need for a Conditional Use permit for fast food/take out use under Article 38, Section 18. Updated zoning for the Downtown areas was codified on October 22, 2025, which made the take out use Allowed as of right for all Skyline districts (now Article 31). This change was made to reform outdated rules that limited establishments like cafes, bakeries, and restaurants in areas that support lively pedestrian corridors. These changes make it easier for retail businesses to open quickly without going through the lengthy and expensive variance process.



Zoning relief is appropriate and is aligned with the updated zoning code and use changes that went into effect as a part of PLAN:Downtown.

Plans were produced by Colliers Engineering & Design and are dated 03/28/25.

Recommendation:

In reference to BOA1822390, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1839200
ZBA Submitted Date	2026-04-14
ZBA Hearing Date	2026-08-20
Address	587 to 587A E Broadway South Boston 02127
Parcel ID	0602104000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Remodel a basement egress.
Relief Type	Variance
Violations	Side Yard Insufficient

Planning Context:

587-587A E Broadway is a three-story rowhouse with a party wall condition on either side. The proposed project seeks to remodel the interior portion of a basement entrance by adding insulation, a new wall where the bulkhead will be placed, and demolishing an existing window and wall. The project is minimally invasive for an existing basement unit.

Zoning Analysis:

According to Article 68, side yards needs a minimum of 3 feet in MFR subdistricts in South Boston, yet, the majority of the established and existing sites along E Broadway, H Street, E 3rd Street, 1 Street, and Emerson Street are all noncompliant and described as “existing two hour party wall[s]”, suggesting a code that is overdue for reform. According to the refusal letter, this is the only violation the changes proposed in this project are aligned with the overall character of the street, and will be contextual in design.

The plans reviewed are titled, " New Basement Bulkhead Egress 587 E Broadway Boston, MA 02127" and were prepared by Mark Schryver and dated 11/17/2025.

Recommendation:

In reference to BOA1839200, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1807140
ZBA Submitted Date	2025-12-18
ZBA Hearing Date	2026-08-20
Address	269 Silver ST South Boston 02127
Parcel ID	0601118000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project intends to add a curb cut and grading to create a driveway for the lot. The owners reside in an abutting lot and want to use the project parcel as ancillary parking.
Relief Type	Variance, Conditional Use
Violations	Parking or Loading Insufficient Conditional use permit required

Planning Context:

269 Silver Street sits in a dense mixed use part of the South Boston neighborhood, one block off Broadway, the main commercial and transit corridor in South Boston. The project abuts the rear of 122 F Street, where the owner of both lots lives. The owner intends to use the project site as ancillary parking for their residence. The project intends to add a 10 foot curb cut to the sidewalk fronting Silver Street and add a grade to create a driveway entrance. This curb cut will not affect the existing conditions of the sidewalk, including street trees and utility poles. While there are few driveways in this area, there are many similar curb cuts along this street alone to provide vehicle access to other parking lots and side streets. Additionally, the size of the curb cut is equivalent to just one on-street parking spot and the building is located in a transit-rich area within walking distance two MBTA Red Line stations and the MBTA #9 and #11 buses.

Zoning Analysis:

This project has two violations and requires both a variance and a conditional use permit.

It is in violation of Article 68, Section 33, which states that two parking spots are required for the dwelling this project is ancillary to. Given that this project is located in a transit rich area, one parking spot is sufficient for the main dwelling unit.



The project also requires a conditional use permit as an ancillary use is not an allowed use. The current lot is empty, so the proposed project will not change or detract from the current character or services of the neighborhood. There is also minimal construction required to add the proposed curb cut and driveway.

Plans reviewed are titled "269 Silver Street Boston, MA" and were reviewed 10/09/25.

Recommendation:

In reference to BOA1807140, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1829000
ZBA Submitted Date	2026-03-18
ZBA Hearing Date	2026-08-20
Address	1411 to 1413 Dorchester AV Dorchester 02122
Parcel ID	1500532000
Zoning District & Subdistrict	Dorchester Neighborhood MFR/LS
Zoning Article	65
Project Description	Renovate an existing furniture store to a coffee shop which will include takeout service.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

The proposed project site is located in Fields Corner about a six-minute walk from Fields Corner MBTA Station and Ronan Park. Dorchester Avenue serves as a neighborhood resource corridor with retail and services available to nearby residents as well as the broader neighborhood. This area of Dorchester Avenue has mostly ground floor retail, often with two- to three- stories of residential uses above.

Zoning Analysis:

The proposed project is a renovation of an existing commercial space to a coffee shop which would offer takeout service. According to Article 65-8, takeout is a conditional use.

According to Article 6-3, the standards for recommending approval of a conditional use are broadly that the proposed use at the proposed location will not adversely affect the neighborhood, create any hazards, or fail to comply with the provisions of applicable zoning overlays. The project location is appropriate for the proposed use as takeout is already prevalent in this area. This is a completely internal renovation which will have no effect on the physical urban landscape and will serve to activate an existing retail corridor. Therefore, the conditional use citation is recommended for approval.

Plans reviewed are titled "Vietnamese Coffee" by JHK Design, and dated 11/24/25.

Recommendation:



In reference to BOA1829000, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1833903
ZBA Submitted Date	2026-03-27
ZBA Hearing Date	2026-08-20
Address	107 Russett RD West Roxbury 02132
Parcel ID	2006185000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Proposal asks to add a dormer on each side of the roof to create a habitable space in the attic.
Relief Type	Variance
Violations	Height Excessive (stories) Side Yard Insufficient FAR Excessive

Planning Context:

107 Russett Rd is located in a medium-density residential area of West Roxbury, with nearly all homes being 2.5 to 3 stories. The existing structure is a two-unit, 2.5-story building that is proposing adding two dormers to the east and west of the roof. The renovated house will remain two-unit, while adding two bedrooms, a family room, and a bathroom which would make the structure go up to 3 stories. The proposed dormers span almost the entire east and west sides of the roof, and are significantly larger than the established pattern of dormers in the neighborhood. Furthermore, the west side dormer faces Schirmer Rd, meaning the dormer will also be highly visible on a public way. Dormers are common on this street, however, the size of the dormers on the proposed project does not match the surrounding dormers.

The Zoning Reform team just released new draft residential zoning for West Roxbury, Roslindale, and Hyde Park as part of the Neighborhood Housing Initiative. The parcel will eventually sit in a Dormer-3 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 three (3) violations of the Zoning Code: Side Yard Insufficient (Article 56 Section 8), Floor Area Insufficient (Article 56 Section 8), and Building Height Excessive - Stories (Article 56, Section 8).



The violation of Side 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 0.4, the existing structure is already over the maximum FAR as it sits at 0.44. The addition of the two dormers would increase the FAR to 0.53. 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.

The maximum height (stories) allowed in this subdistrict is 2.5 stories, but the proposed plans show that the new height will be 3 stories. Furthermore, the size of the dormers can be redesigned to match the context of the surrounding neighborhood. Design review focusing on the height and size of the dormers is recommended.

The plans reviewed are titled Plans for "ZBA REFUSED EPLANS_107 RUSSETT RD_ALT1772395" and were reviewed on 3/16/26. The plans were prepared by Lux Design Group.

Recommendation:

In reference to BOA1833903, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review to focus on the redesign of the height and size of the dormers.

Reviewed,

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Deputy Director of Zoning



Case	BOA1873156
ZBA Submitted Date	2026-07-15
ZBA Hearing Date	2026-09-08
Address	8 Lawrence ST Charlestown 02129
Parcel ID	0203846000
Zoning District & Subdistrict	Charlestown Neighborhood 3F-2000
Zoning Article	62
Project Description	Install a roof deck on the third-story, flat roof of an existing residential building.
Relief Type	Conditional Use
Violations	Roof Structure Restrictions

Planning Context:

Located in a dense residential portion of Charlestown, 8 Lawrence Street is a recently constructed three-story, single-family dwelling featuring an integrated garage. The building features two distinct flat roofs: one on top of the primary three-story structure and another on a two-story rear bump-out, which hosts a rear deck. Immediately to the south lies Peter Looney Park, a public open space managed by the Parks and Recreation Department. While in close proximity to the park, the subject lot does not share a property line with it, as the two parcels are separated by a narrow, undeveloped lot under common ownership with 8 Lawrence Street. The surrounding residential fabric consists of a mix of two-and-a-half-story rowhouses, three-story triple-deckers, and freestanding flat-roof buildings that commonly support roof decks. Although 8 Lawrence Street is one of the few single-family homes in the immediate area, its scale and massing are highly compatible with the surrounding neighborhood context.

The proposed scope of work involves installing a new roof deck on the primary roof of the three-story building. The property is located within the Charlestown Neighborhood Design Overlay District (NDOD) and is governed by the provisions of the Restricted Roof Structure District: Charlestown Neighborhood, requiring a Conditional Use Permit for rooftop structures.

Additionally, due to the lot's proximity to Peter Looney Park and the potential visibility of the decks from the public park, the project is subject to Parks Design Review pursuant to Ordinance 7.4-11.



Zoning Analysis:

The project requires a Conditional Use Permit for the addition of rooftop structures pursuant to Article 62-25. The design of the roof deck, including all proposed safety railings, satisfies all requirements outlined in Article 62-25 and incorporates appropriate setbacks from the edge of the roof. Furthermore, there is more than adequate separation between the rear edge of the building and the boundary of Peter Looney Park, ensuring that the deck will not visually or negatively impact the public experience within the park.

Despite its location within the Charlestown NDOD, the proposed project does not meet any of the thresholds to trigger Planning Department Design Review.

Because the proposed roof deck meets the design requirements of Article 62-25 and satisfies the standards for a Conditional Use Permit under Article 6-3, the Planning Department supports the issuance of the Conditional Use Permit.

Plans reviewed are titled "8 Lawrence", prepared by Coliseum Studio and dated 9/25/2023.

Recommendation:

In reference to BOA1873156, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1849569
ZBA Submitted Date	2026-05-14
ZBA Hearing Date	2026-09-08
Address	560 to 562 Tremont ST Roxbury 02118
Parcel ID	0306874000
Zoning District & Subdistrict	South End Neighborhood MFR-LS
Zoning Article	64
Project Description	This project proposes a change in use from retail to art space.
Relief Type	Conditional Use
Violations	Conditional Use

Planning Context:

560-562 Tremont Street is located in the South End Landmark District, less than half a mile from the Back Bay MBTA Orange Line Station and with bike lanes immediately outside the subject property. This segment of Tremont Street is lined with a consistent building typology of rowhouses with commercial uses on the ground floor and residential units on upper floors. The project proposes a change of use from the existing retail to an art space on the first floor. While located in the South End Landmark District, no work is proposed to the facade, exempting the project from SELDC review.

Zoning Analysis:

The project was cited for violation of Article 8, Section 5.2, for excessive space taken by the proposed accessory art use. Based on the plans provided, the proposed accessory art use appears to be a primary change of use from retail to art space, a conditional use in MFR/LS.

Article 6, Section 3 outlines that a conditional use may be approved if the use will not generate any nuisance to the neighborhood and if adequate services are provided to serve the use. The proposed pottery studio art use is appropriate as the space was previously used for retail use and is located on a pedestrian and bike friendly commercial street in close proximity to several transit options. The art use is not expected to have any negative impact on the surrounding area, and Staff recommends approval of the conditional use.



Plans reviewed are titled "Change of Use and Occupancy Studio Blue Pottery LLC," prepared by Raymond T Guertin and dated March 2026.

Recommendation:

In reference to BOA1849569, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1838044
ZBA Submitted Date	2026-04-09
ZBA Hearing Date	2026-09-08
Address	42 Lambert ST Roxbury 02119
Parcel ID	0903599000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	The project would develop a new two-unit, three-story townhouse building.
Relief Type	Variance
Violations	FAR Excessive Rear Yard Insufficient Lot Area Insufficient

Planning Context:

The proposed project is the development of a two-family, three-story townhouse. The site is presently two separate lots that are being combined for this project. They are currently occupied by an ancillary driveway and parking for an adjacent residence and a shed. Both the driveway and shed will be demolished and removed for the proposed project. The surrounding context is mostly residential of various massing and densities. The site is within the Roxbury Neighborhood Design Overlay District established to protect the historic character of the neighborhood which requires design review for proposed development. As well the project is developing more than 750 SF of gross floor area which triggers design review in the Roxbury Neighborhood District, as well as the Highland Park Architectural Conservation District, requiring review by the Landmarks Commission.

Zoning Analysis:

The proponents are seeking zoning relief for four identified zoning violations. The proposed project has an excessive floor area ratio at 1.28 when the maximum allowed is 0.80. The rear yard at 15 ft is insufficient to the minimum rear yard of 30 ft. The lot area is insufficient at 3,666 SF while the required is 4,000 SF total for two units in a townhouse building. All of these violations are commonplace in the area including in the immediately adjacent lots and should be considered for zoning reform



Lastly the refusal letter identifies a zoning violation for insufficient front yard depth, however the proposed project will be in alignment with more than one building on the block which would make the proposed depth not a violation as according to Section 50-44.2.

"40 Lambert St" Drawn By Stack Architecture Dated June 4, 2026.

Recommendation:

In reference to BOA1838044, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Highland Park Architectural Conservation District Commission for design review .

Reviewed,

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Deputy Director of Zoning



Case	BOA1856279
ZBA Submitted Date	2026-06-01
ZBA Hearing Date	2026-09-08
Address	66 Rutland ST Roxbury 02118
Parcel ID	0900538000
Zoning District & Subdistrict	South End Neighborhood MFR
Zoning Article	64
Project Description	The project proposes a roof deck, rear dormer, and second-story cantilevered balcony in the rear.
Relief Type	Conditional Use, Variance
Violations	FAR Excessive Roof Structure Restrictions Rear Yard Encroachment

Planning Context:

The existing rowhouse is within the South End Landmark District, within walking distance of multiple bus routes and the Back Bay MBTA Orange Line Station. The surrounding area includes a consistent building typology of brick rowhouse buildings of similar size and scale, several of which include rear balconies and roof decks.

The proposed improvements are an amendment to alteration permit number ALT1810969. The renovations subject to this request include construction of a roof deck, a rear, cantilever balcony on the second floor, and a rear dormer, extending the ceiling in the rear of the fourth floor and increasing the usability of the space by adding approximately 70 square feet.

This parcel is located in both the Coastal Flooding Resilience (CFROD) and the Groundwater Conservation (GCOD) overlay districts, as well as Restricted Parking and Restricted Roof districts. The work proposed falls below the minimum thresholds that trigger CFROD or GCOD applicability and is not subject to Resilience review or review by the BWSC. However, the project will be subject to review by the South End Landmark District Commission (SELDC).

Zoning Analysis:

The project was cited for violation to dimensional regulations set forth in Article 64 and for conditional approval of the proposed roof structure in the South End Restricted Roof District.



Excessive FAR: Article 64, Section 8 (referencing Table D) limits the Floor Area Ratio (FAR) to 2.0. The existing rowhouse has an FAR of 3.72. The proposed addition of 72 square feet to the fourth floor by creation of a larger rear dormer will increase the FAR to 3.8. Neither in its existing nor proposed condition does the building appear to be out of scale with adjacent development and the increase in livable floor area does not impact the existing open space, yards, or adjacent properties' light, air, etc. The addition will allow for greater usable space and flexibility, and Staff recommends approval.

Rear yard encroachment: Per the Zoning Code, "the addition of a porch or balcony, other than a roof deck, above the first story" on a row house in the South End neighborhood into the rear yard requires conditional approval. The project proposes one rear balconies attached to the second floor which will each extend six feet into the rear yard. Within the subject block and the block to the rear of the subject property (sharing a rear alley), balconies are common. The proposed balconies will provide increased open space and is not expected to cause any negative impacts to light, air, or drainage of adjacent units. Staff is in support of approval of this conditional use.

Roof structure: "No roofed structure designed or used for human occupancy...headhouse, or mechanical equipment... shall be erected or enlarged on the roof of an existing residential building" without approval of a conditional use, considering "whether such roof structure has the potential of damaging the uniformity of height or architectural character of the immediate vicinity." Furthermore, roof deck balustrades shall be "set back horizontally at least five (5) feet from all roof edges." The proposed roof deck will not be visible from the public street as it is at the rear of the existing gabled roof; however, current plans show proposed railings less than five feet from the roof's edge. Staff recommends approval of the proposed roof deck if railing on the northwest side of the building, adjacent to the undeveloped lot, is moved at least five feet from the building's edge.

Plans reviewed are titled "66 Rutland St," prepared by Timothy Burke and dated March 2026.

Recommendation:

In reference to BOA1856279, The Planning Department recommends APPROVAL WITH PROVISIO that the roof deck railing be set back at least five feet from the building's edge, to be verified in Planning Department Design Review.



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1827453
ZBA Submitted Date	2026-03-12
ZBA Hearing Date	2026-09-08
Address	11 Ashley ST Jamaica Plain 02130
Parcel ID	1002616000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 3F-5000
Zoning Article	55
Project Description	The proposed project will expand an existing, semi-attached residential structure to make it three stories tall. The existing structure is three stories tall in the front of the lot but two stories at the rear. The addition will be above the two-story portion of the structure in the rear.
Relief Type	Variance
Violations	FAR Excessive Lot Frontage Insufficient Lot Area Insufficient

Planning Context:

The proposed project is located on Ashley Street in Jamaica Plain which is a primarily residential street with structures that are three- to three and a half- stories tall. Most structures fill their lot and are very closely spaced next to one another with small front and rear yards. The proposed project will expand an existing, semi-attached residential structure to make it three stories tall. The existing structure is three stories tall in the front of the lot but two stories at the rear. The addition will be above the two-story portion of the structure in the rear.

Zoning Analysis:

The project is cited for three violations including insufficient lot frontage, insufficient lot size, and excessive floor area ratio (FAR). The subdistrict requires lot frontage of at least 40 feet. The existing lot frontage is 60.8 feet, therefore, no violation for insufficient lot frontage is found. The required lot size in the subdistrict is 3,000 square feet and the lot is 2,558 square feet. There are several examples of lots in the area that are smaller than 3,000 square feet. The existing FAR of the structure is 0.58 and the requirement is 0.6. The proposed FAR is 0.7. There are several examples of properties in the area with an FAR higher than 0.7 and the addition maintains adequate spacing between the subject building and neighboring properties.



Plans reviewed "Silva Residence" prepared by "SIC Design" dated 05/01/2025.

Recommendation:

In reference to BOA1827453, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1868487
ZBA Submitted Date	2026-07-02
ZBA Hearing Date	2026-09-08
Address	388 Arborway Jamaica Plain 02130
Parcel ID	1103337000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-7000
Zoning Article	55
Project Description	The proposed project seeks to legalize and expand a basement level residential unit; changing the use of the building from a two to three-unit residential structure. No changes are proposed to the exterior of the structure.
Relief Type	Variance Conditional use
Violations	FAR Excessive Lot Area Insufficient GPOD Applicability Use: Forbidden

Planning Context:

The proposed project is located at 388 Arborway Road on the frontage road portion of the street. The property is located at the end of the Arborway frontage road where it meets South Street near the MBTA Forest Hills Station. The area marks a transition between the denser residential and commercial development on South Street and the more heavily residential area to the west. The subject property is more similar to the residential development to the west which is characterized by large structures in the center of large, planted lots. The property is approximately 500 feet from the MBTA Forest Hills Station making it an exceptional place for transit oriented, residential development.

The proposed project will legalize an existing basement Accessory Dwelling Unit, changing the use of the building from a two to three-unit residential structure. No changes are proposed to the exterior of the structure.

The Accessory Dwelling Unit Guidebook approved in November, 2024 seeks to provide residents with guidance on how to utilize excess space within their current structures or lot to add an additional dwelling unit. The proposed residential unit is consistent with the “Internal



ADU” described in the Guidebook and appears to comply with the floor-to-floor ceiling height, sprinkler, and egress requirements required by the Building Code.

The proposed project is subject to Parks Design Review under Ordinance 7.4-11 because it is within 100 feet of the Arborway. The proposed project will not make any external modifications to the structure visible from the street; Parks Design Review is not recommended.

Zoning Analysis:

The proposed project is cited for three zoning violations including forbidden use, insufficient lot size, and excessive floor area ratio (FAR). The existing use of the property is a two-unit residential structure, and the proposal will add an accessory dwelling unit in the lower levels of the structure. The proposed accessory dwelling unit is consistent with the type of unit the City seeks to promote in the ADU Guidebook and proposed Neighborhood Housing Zoning Initiative. It also appears to be consistent with the standards for an additional dwelling unit in Section 55-8 of the code. The subject lot is 6,167 square feet, below the 7,000 square foot requirement in the zoning code. The maximum FAR in the subdistrict is 0.5 whereas the existing FAR is 0.92 and the proposed FAR is 1.02. Both requirements are unnecessarily restrictive given that the only changes to the structure are internal. A variance is appropriate on the grounds that it will allow the owner reasonable use of their property without being injurious to the surrounding neighborhood.

The project is also flagged for review under the Greenbelt Protection Overlay District (GPOD). The standards in the GPOD do not apply to the proposed project, as outlined in Section 29-4 of the zoning code.

Plans reviewed “Renovation 388 Arborway” prepared by “O’Sullivan Architects, Inc.” dated 12/4/2025.

Recommendation:

In reference to BOA1868487, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1837050
ZBA Submitted Date	2026-04-07
ZBA Hearing Date	2026-09-08
Address	17 Copley ST Roxbury 02119
Parcel ID	1101031000
Zoning District & Subdistrict	Jamaica Plain Neighborhood 2F-4000
Zoning Article	55
Project Description	The proposed project will add a rear addition and dormers to an existing 2-unit, 2.5-story residential structure, converting it into a 3-unit, 3-story structure. It will also expand the existing driveway.
Relief Type	Variance
Violations	FAR Excessive Side Yard Insufficient Parking or Loading Insufficient Use: Forbidden

Planning Context:

The proposed project is located on Copley Street in Jamaica Plain's Egleston Neighborhood which is a primarily residential street. Most residential structures in the area are one to three units and two and a half to three stories tall. They are very closely spaced together on the sides, and they have small front and rear yards. It is also very common for properties in the area to have driveways on the side of the structure, however, they are often constrained by how close buildings are to one another.

The subject lot is a corner lot at the intersection of Copley and Atherton Street. It has a parking area off Atherton Street which is oriented at the rear of the structure that fronts Copley Street. The proposed project will add an addition to the rear of the structure and will expand the top story with dormers. The project will also expand the driveway without increasing the number of parking spaces.

The lot is in the PLAN: JP/Rox Plan Area which seeks to promote the development of "balanced growth that is anchored by public transportation" that respects the physical scale of the neighborhood. The project will add a new residential unit to an existing two-unit residential structure within walking distance of the Stony Brook MBTA train station. This is an example of a type of project the Plan seeks to support.



The Accessory Dwelling Unit Guidebook approved in November, 2024 seeks to provide residents with guidance on how to utilize excess space within their current structures or lot to add an additional dwelling unit. The proposal is consistent with the designs that convert an existing attic and extend the structure into the rear lot as described in the Guidebook. It appears to comply with the floor to floor ceiling height required by the Building Code.

Zoning Analysis:

The project is cited for a forbidden use given that it proposes a three-unit residential structure where only two-unit residential structures are allowed. There are examples of other three-unit residential structures in the surrounding area that are in the same zoning subdistrict. In addition, the project is consistent with the goals of PLAN: JP/Rox to increase the number of residential units near quality transportation connections like the MBTA Stony Brook Station, and with the City's goals for allowing ADUs through the conversion of underutilized attic space.

The project is also cited for three dimensional violations including insufficient off-street parking, excessive floor area ratio (FAR), and insufficient side yard. The subdistrict requires one parking space per residential unit and the project will not add a parking space to the existing driveway with two spaces. The project is within 0.3 miles of the MBTA Orange Line Stony Brook Station which suggests that it is an acceptable place to allow units proposed without dedicated off-street parking spaces. The subdistrict allows a FAR up to 0.6 whereas the existing FAR is 0.76 and the proposed FAR is 0.95. There are some examples of properties with an FAR near 1.0 in the surrounding area. The proposal will not decrease the existing 3.6-foot side yard on the north side of the property that is below the 10-foot minimum requirement. However, the proposed dormer will increase the degree of non-conformity vertically because it is within the required side yard and the rear addition will slightly increase the non-conformity horizontally. The neighboring property has a driveway abutting the subject property's northern lot line which provides ample separation between the two structures. The proposed dormer and addition will allow the property owner reasonable use of their property will maintaining adequate light and air between the two residential structures.

Plans reviewed "17 Copley St Three Family Conversion" prepared by "Hue Architecture" dated 3/3/2026.

Recommendation:

In reference to BOA1837050, The Planning Department recommends APPROVAL.

BOA1837050

2026-09-08

2 Planning Department



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1747507
ZBA Submitted Date	2025-07-11
ZBA Hearing Date	2026-09-08
Address	32 Whiting ST Roxbury 02119
Parcel ID	1200207000
Zoning District & Subdistrict	Roxbury Neighborhood 3F-4000
Zoning Article	50
Project Description	Legalize an existing basement apartment, changing the use of an existing building from 7 to 8 units.
Relief Type	Variance Conditional use
Violations	Lot Area Insufficient off Street Parking Additional Lot Area Insufficient FAR Excessive Usable Open Space Insufficient Nonconforming Use Change Use: Forbidden

Planning Context:

The surrounding area is characterized by moderate- to high-density residential development, consisting of a mix of two-family, three-family, and multifamily residential buildings on compact urban lots. The neighborhood features a consistent residential streetscape with buildings closely spaced along the street, reflecting the established development pattern typical of Roxbury. While the proposed studio is situated at the basement level, the property benefits from an atypical, generous rear yard that provides substantially more open space than neighboring parcels on the block.

Zoning Analysis:

The first citation concerns use. The proposal seeks to legalize an existing basement unit, changing the occupancy from a seven- to an eight-unit dwelling. Under Article 50, multi-family dwellings are forbidden in 3F-4000 subdistrict. Relief is appropriate because the 225-square-foot studio is contained entirely within the existing footprint, requires no footprint expansion, and features a sprinkler system with three means of egress to ensure a safe, code-compliant space.



The second citation concerns lot area and additional lot area per dwelling unit. The proposal to add an eighth unit does not change the physical 3,618-square-foot lot but increases the required lot area per unit under Article 50, further intensifying the existing nonconformity. Relief is appropriate because the parcel boundaries are pre-existing and cannot be expanded. Furthermore, compact lots developed with multi-family buildings are a common development pattern along nearby Whiting Street.

The third citation involves floor area ratio (FAR). The existing building exceeds the maximum allowable FAR of 0.8 and is nonconforming. Legalizing the 225-square-foot basement unit adds to the building's Gross Floor Area, further extending the existing nonconformity and requiring zoning relief. Relief is appropriate because the proposal does not alter the physical footprint, height, or overall massing of the building. Proposed exterior modifications are limited to installing two new basement windows to meet building code requirements, which will not alter the scale of the structure.

The fourth citation concerns usable open space. The existing building does not meet the required usable open space of 650 square feet per dwelling unit. Because the entire lot is only 3,618 square feet, the property is inherently nonconforming, and adding an eighth unit increases the required open space, requiring zoning relief. Relief is appropriate because the proposal is interior-focused and does not expand the building footprint or reduce the existing yard area. The open space deficiency is a pre-existing condition.

The fifth citation concerns off-street parking. The proposal to add an eighth unit triggers additional parking requirements under Article 50, which the site cannot accommodate due to pre-existing parcel and structural constraints. Relief is appropriate because the location of the residential building is located near several MBTA bus lines on Warren Street and Nubian Station. This proximity to transit options reduces potential parking demand and aligns with Boston Transportation Department guidelines supporting reduced parking in transit-accessible areas; therefore, the request for relief is appropriate.

This analysis is based on plans prepared by Choo & Company, Inc. titled "32 WHITNING STREET, ROXBURY, MA 02119" dated July 27, 2026.

Recommendation:



In reference to BOA1747507, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1863179
ZBA Submitted Date	2026-06-20
ZBA Hearing Date	2026-09-08
Address	772 to 778 Adams ST Dorchester 02122
Parcel ID	1604039000
Zoning District & Subdistrict	Dorchester Neighborhood LC
Zoning Article	65
Project Description	Renovate rear yard space to add a patio for outdoor dining.
Relief Type	Variance, Conditional Use
Violations	Extension of Non Conforming Use Conditional Use

Planning Context:

The proposed project is in the Ashmont area of Dorchester. This site is in a commercial corridor on Adams Street conveniently located by residential nodes off the main street and public transportation from Ashmont Station about a 15-minute walk away.

Zoning Analysis:

The proposed project is to add a patio for outdoor dining to the rear of an existing restaurant. The proposal has triggered one violation for extension of a non-conforming use and one citation for the non-conforming, conditional use.

According to Article 65, Table B, outdoor eating areas are a conditional use in Local Convenience Districts. According to Article 6-3, the standards for recommending approval of a conditional use are broadly that the proposed use at the proposed location will not adversely affect the neighborhood, create any hazards, or fail to comply with the provisions of applicable zoning overlays.

The project location is appropriate for the proposed use, as indoor and outdoor dining are already prevalent in this area. This outdoor dining area would not abut any residential parcels and will serve to activate an existing retail corridor. Therefore, the conditional use citation and extension of non-conforming use violation are recommended for approval.



Plans reviewed are titled, "772 Adams Street", prepared by Landmark Public House, and dated 5/18/2023.

Recommendation:

In reference to BOA1863179, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1847298
ZBA Submitted Date	2026-05-08
ZBA Hearing Date	2026-09-08
Address	97 Millet ST Dorchester 02124
Parcel ID	1700361000
Zoning District & Subdistrict	Dorchester Neighborhood 3F-6000
Zoning Article	65
Project Description	Renovate an existing two-unit house to add a bathroom, a mudroom, and egresses.
Relief Type	Variance
Violations	FAR Excessive

Planning Context:

The proposed project is located in a residential neighborhood with predominantly 2- and 3-unit homes. Residential buildings up to six units can be found on this block which are conveniently located within less than one mile from rapid transit, parks, and the Talbot Ave Commuter Rail Station.

The proposed project is to renovate an existing two-unit building to add a bathroom, a mudroom, and egresses. The ongoing Neighborhood Housing Zoning Initiative encourages contextually-sensitive infill development and small-scale additions to existing properties, which our current zoning code prohibits.

Zoning Analysis:

The maximum FAR allowed in 3F-6000 subdistrict is 0.4. The required FAR is not representative of FARs on the street, and the existing property's FAR already exceeds the 0.4 maximum. This project will not adversely affect the physical urban landscape of the neighborhood or cause the bulk of the property to fall out of alignment with others on the block. Therefore, it is recommended that the FAR violation is granted relief.

Plans reviewed are titled "DWELLING ADDITION OVER EXISTING DECK", prepared by Matnah Design Studio, and dated 5/5/2025.

Recommendation:

In reference to BOA1847298, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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Deputy Director of Zoning



Case	BOA1834435
ZBA Submitted Date	2026-03-30
ZBA Hearing Date	2026-09-08
Address	72 Readville ST Hyde Park 02136
Parcel ID	1812672000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Build a three-story, one-unit house on a newly-created lot.
Relief Type	Variance
Violations	Parking design and maneuverability FAR Excessive Rear Yard Insufficient Lot Area Insufficient

Planning Context:

There are three related applications associated with this project. BOA1834452 (5 Waterloo St) concerns combining two existing lots and re-subdividing into three lots. The lots currently contain a two-unit home on 5 Waterloo St, which is to remain on one lot, and another house on Readville St, which is to be demolished. BOA1834435 and BOA1834445 concern building two near identical buildings on the two newly created lots on 72 and 74 Readville St.

The project is in a residential area of Hyde Park characterized mostly one to three story houses with medium sized yards, although there is considerable variety in lot and yard patterns.

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-3 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 (35%), minimum Permeable Area of Lot (30%), Building Floor Plate in the draft zoning (2,400 sq ft), minimum Front Yard (12 ft), and Side Yard (15 ft cumulative, 3 ft minimum). The project does not however comply with the proposed required Rear Yard of 20 ft. The building could be relocated on the lot so that it is closer to the Front Lot Line and complies with the proposed Rear Yard and Front



Yard requirements in the Neighborhood Housing draft. Although this would introduce a new Front Yard violation (as the existing zoning requires 20 ft) it would improve the project by creating more space between buildings in the rear and making the Front Yard align better with the immediate neighboring properties.

Zoning Analysis:

The project has a violation for the off-street parking location because Section 69-29 of the Code states that:

“Off-street parking and loading spaces shall not be located in any part of a landscaped area required by this Article or in any part of a Front Yard, except as specifically provided in this Section 69-29. If a Lot is located in a Residential Subdistrict, a driveway may be located in that portion of the Front Yard that lies between the side yard and the Front Lot Line (see Appendix A), provided that such driveway provides access to parking spaces located in the side or rear yards and that such parking is accessory to a residential use on the Lot. In no case shall that portion of such driveway located in the front yard be used for parking. Accessory parking may be located in the Front Yard only if it is located immediately in front of a garage, provided that such garage is at least twenty (20) feet from the Lot Line.”

Because this driveway is in the Front Yard and not located in that portion of the Front Yard that lies between the side yard and the Front Lot Line, and is within 20 ft of the side lot line, it is not allowed. Although relocating the driveway to the edge of the lot would resolve this zoning violation, and would allow shared access with the adjacent lot, it would not allow for a garage. Because this proposed design allows for parking while preserving lot space for open space and permeable area, a variance should be given.

The lot is 4,119, sq ft, which means it does not comply with the minimum Lot Area requirement of 5,000 sq ft. Lot sizes in this area vary and there are many lots that are under 5,000 sq ft and contain buildings. This indicates a need to reform the zoning to align better with existing conditions and allow for development on lots of the sizes that exist in this area.

The proposed project has an FAR of about 0.52, which is just over the allowed FAR of 0.5. This project is however generally aligned with existing buildings in the area in terms of massing. This is demonstrated by the fact that the project aligns with the proposed draft zoning, which was created to allow for buildings which are generally in scale with existing conditions.



The project has a proposed Rear Yard of 13.5 ft, which does not comply with the required Rear Yard of 30 ft (see Rear Yards of Certain Shallow Lots). Although a 30 ft Rear Yard may not be feasible, the Rear Yard should be increased to allow for more space between buildings.

Plans reviewed "Proposed Subdivision Plan Located At 74 Readville Street Hyde Park, MA" prepared by "George C. Collins" and dated "September 24, 2025"

Recommendation:

In reference to BOA1834435, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to increasing the Rear Yard to allow for more space between buildings and making the Front Yard align better with the neighboring properties.

Reviewed,

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Deputy Director of Zoning



Case	BOA1834445
ZBA Submitted Date	2026-03-30
ZBA Hearing Date	2026-09-08
Address	74 Readville ST Hyde Park 02136
Parcel ID	1812672000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Build a three-story, one-unit house on a newly created lot.
Relief Type	Variance
Violations	Parking design and maneuverability FAR Excessive Rear Yard Insufficient Lot Area Insufficient

Planning Context:

There are three related applications associated with this project. BOA1834452 (5 Waterloo St) concerns combining two existing lots and re-subdividing into three lots. The lots currently contain a two-unit home on 5 Waterloo St, which is to remain on one lot, and another house on Readville St, which is to be demolished. BOA1834435 and BOA1834445 concern building two near identical buildings on the two newly created lots on 72 and 74 Readville St.

The project is in a residential area of Hyde Park characterized mostly one to three story houses with medium sized yards, although there is considerable variety in lot and yard patterns.

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-3 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 (35%), minimum Permeable Area of Lot (30%), Building Floor Plate in the draft zoning (2,400 sq ft), minimum Front Yard (12 ft), and Side Yard (15 ft cumulative, 3 ft minimum). The project does not however



comply with the proposed required Rear Yard of 20 ft. The building could be relocated on the lot so that it is closer to the Front Lot Line and complies with the proposed Rear Yard and Front Yard requirements in the Neighborhood Housing draft. Although this would introduce a new Front Yard violation (as the existing zoning requires 20 ft) it would improve the project by creating more space between buildings in the rear and making the Front Yard align better with the immediate neighboring properties.

Zoning Analysis:

The project has a violation for the off-street parking location because Section 69-29 of the Code states that: "Off-street parking and loading spaces shall not be located in any part of a landscaped area required by this Article or in any part of a Front Yard, except as specifically provided in this Section 69-29. If a Lot is located in a Residential Subdistrict, a driveway may be located in that portion of the Front Yard that lies between the side yard and the Front Lot Line (see Appendix A), provided that such driveway provides access to parking spaces located in the side or rear yards and that such parking is accessory to a residential use on the Lot. In no case shall that portion of such driveway located in the front yard be used for parking. Accessory parking may be located in the Front Yard only if it is located immediately in front of a garage, provided that such garage is at least twenty (20) feet from the Lot Line."

Because this driveway is in the Front Yard and not located in that portion of the Front Yard that lies between the side yard and the Front Lot Line, and is within 20 ft of the side lot line, it is not allowed. Although relocating the driveway to the edge of the lot would resolve this zoning violation, and would allow shared access with the adjacent lot, it would not allow for a garage. Because this proposed design allows for parking while preserving lot space for open space and permeable area, a variance should be given.

The lot is 4,128 sq ft, which means it does not comply with the minimum Lot Area requirement of 5,000 sq ft. Lot sizes in this area vary and there are many lots that are under 5,000 sq ft and contain buildings. This indicates a need to reform the zoning to align better with existing conditions and allow for development on lots of the sizes that exist in this area.

The proposed project has an FAR of about 0.52, which is just over the allowed FAR of 0.5. This project is however generally aligned with existing buildings in the area in terms of massing. This is demonstrated by the fact that the project aligns with the proposed draft zoning, which was created to allow for buildings which are generally in scale with existing conditions.



The project has a proposed Rear Yard of 14.6 ft, which does not comply with the required Rear Yard of 30 ft (see Rear Yards of Certain Shallow Lots). Although a 30 ft Rear Yard may not be feasible, the Rear Yard should be increased to allow for more space between buildings.

Plans reviewed "Proposed Subdivision Plan Located At 74 Readville Street Hyde Park, MA" prepared by "George C. Collins" and dated "September 24, 2025"

Recommendation:

In reference to BOA1834445, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to increasing the Rear Yard to allow for more space between buildings and making the Front Yard align better with the neighboring properties.

Reviewed,

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Deputy Director of Zoning



Case	BOA1834452
ZBA Submitted Date	2026-03-30
ZBA Hearing Date	2026-09-08
Address	5 Waterloo ST Hyde Park 02136
Parcel ID	1812672000
Zoning District & Subdistrict	Hyde Park Neighborhood 2F-5000
Zoning Article	69
Project Description	Combine and subdivide two lots into three.
Relief Type	Variance
Violations	Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient Usable Open Space Insufficient

Planning Context:

There are three related applications associated with this project. BOA1834452 (5 Waterloo St) concerns combining two existing lots and re-subdividing into three lots. The lots currently contain a two-unit house on 5 Waterloo St, which is to remain on one lot, and another house on Readville St, which is to be demolished. BOA1834435 and BOA1834445 concern building two near identical buildings on the two newly created lots on 72 and 74 Readville St.

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, 4 Waterloo St is in an RD-3 district. The proposed project is 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 (35%), minimum Permeable Area of Lot (30%), Building Floor Plate in the draft zoning (2,400 sq ft), minimum Front Yard (12 ft), minimum Rear Yard (20 ft) and Side Yard (15 ft cumulative, 3 ft minimum).

Zoning Analysis:

The lot containing the existing two-unit building on 5 Waterloo St is 4,153 sq ft, which means it does not comply with the minimum Lot Area requirement of 8,000 sq ft. Lot sizes in this area



vary and there are many lots that are under 8,000 sq ft which contain two or more units. Similarly, the lot has a Lot Width of 36 ft and a Lot Frontage of 44.43 and therefore does not comply with Lot Width and Lot Frontage requirements of 50 ft. However, there are many developed lots in the area which also do not meet these requirements. This indicates a need to reform the zoning to align better with existing conditions and allow for development on lots of the sizes and shapes that exist in this area.

The new lot, smaller for the existing building at 5 Waterloo St also does not comply with the requirement for Usable Open Space per dwelling unit, which is 1,750 sq ft per unit or 3,500 sq ft total for this two-unit building. The lot does have about 2,500 sq ft of Usable Open Space. The project also has a lower need for open space on the lot given its location near significant amounts of public open space. The project is within a half of a mile of Colella Playground, Iacono Playground, Kelly Playground, as well as Fairview Cemetery.

Plans reviewed "Proposed Subdivision Plan Located At 74 Readville Street Hyde Park, MA" prepared by "George C. Collins" and dated "September 24, 2025"

Recommendation:

In reference to BOA1834452, The Planning Department recommends APPROVAL.

Reviewed,

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Deputy Director of Zoning



Case	BOA1830082
ZBA Submitted Date	2026-03-20
ZBA Hearing Date	2026-09-08
Address	21 Cotuit ST West Roxbury 02132
Parcel ID	2009091000
Zoning District & Subdistrict	West Roxbury Neighborhood 1F-6000
Zoning Article	56
Project Description	Construct a new one-unit dwelling.
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 proposed project consists of a new single-family dwelling on a currently vacant infill lot, representing a permitted use that maintains complete land-use consistency with the surrounding neighborhood. While full dimensional compliance with the 1F-6000 code envelope is impossible on this pre-existing 3,800-square-foot lot (necessitating the requested dimensional relief), the proposed single-family residential use is a permitted use by-right under Article 56. Furthermore, this proposal aligns with the Neighborhood Housing Initiative for West Roxbury by introducing productive, appropriately scaled infill housing on an underutilized parcel. Site access for the dwelling will include a proposed driveway and a new curb cut along Cotuit Street, which will be submitted to the Public Improvement Commission (PIC) for formal administrative review and approval.

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 WITH PROVISIO: that plans, with specific attention to elevation drawings, be submitted to the Planning Department for design review approval.

Reviewed,

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Case	BOA1848753
ZBA Submitted Date	2026-05-12
ZBA Hearing Date	2026-09-08
Address	24 Stimson ST West Roxbury 02132
Parcel ID	2011734010
Zoning District & Subdistrict	West Roxbury Neighborhood NS
Zoning Article	56
Project Description	Change the use of the existing ground-floor daycare to a residential dwelling unit, converting the building from 13 to 14 residential units. No changes to the building footprint or envelope are proposed.
Relief Type	Conditional Use
Violations	Ground Floor residential: Conditional

Planning Context:

The project is located at 24 Stimson Street in West Roxbury within the Neighborhood Shopping (NS) Subdistrict. The property contains an existing mixed-use building with residential units above a ground-floor commercial space and serves as part of a neighborhood commercial corridor.

The proposal is to convert the existing ground-floor daycare into an additional residential dwelling unit, changing the building from 13 residential units and one commercial unit to 14 residential units. The project is limited to an interior change of use and does not include any expansion of the building footprint or envelope.

The proposal repurposes an existing commercial space for residential use while maintaining the building's overall scale and site layout. No exterior additions or changes to the building massing are proposed.

Recommendation:

In reference to BOA1848753, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

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Deputy Director of Zoning



Case	BOA1840166
ZBA Submitted Date	2026-04-16
ZBA Hearing Date	2026-09-08
Address	90 to 92 L ST South Boston 02127
Parcel ID	0602570000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	Change the use of the structure from a laundromat into an ice cream and coffee shop.
Relief Type	Variance
Violations	Use: Forbidden

Planning Context:

The proposed project currently sits in a Multifamily Residential/Local Services subdistrict. The Zoning Code allows this subdistrict to have medium-density with a variety of allowed housing types, and ground floor local retail and commercial uses. Currently, the use of this building is a laundromat and the proponent is asking to change to an ice cream and coffee shop. The proposed project will include multiple seating options, a bathroom, a service area, and dry storage. On the block of this structure, there is one coffee shop, one restaurant, and one convenience store that seems to be in similar gross area sizes to the proposed project (a bit more than 1,000 sqft), meaning that the gross area of the building would be contextual to the surrounding neighborhood.

Zoning Analysis:

There is one (1) violation of the Zoning Code: Use: Forbidden (Article 68, Section 7). Large restaurants, defined as total gross floor area exceeding one thousand (1,000) square feet per restaurant, are forbidden in this neighborhood. However, with other similarly sized restaurants and coffee shops in the area, the Planning Department recommends approval.

Recommendation:

In reference to BOA1840166, The Planning Department recommends APPROVAL .



Planning Department

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Deputy Director of Zoning



Case	BOA1833292
ZBA Submitted Date	2026-03-25
ZBA Hearing Date	2026-09-08
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:

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,

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Deputy Director of Zoning



Case	BOA1827083
ZBA Submitted Date	2026-03-11
ZBA Hearing Date	2026-09-08
Address	350 Athens ST South Boston 02127
Parcel ID	0601836000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project proposes to demolish a two-story home and construct a four-story, six-unit building on the existing lot.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Additional Lot Area Insufficient Front Yard Insufficient Side Yard Insufficient Parking design and maneuverability

Planning Context:

350 Athens Street is located in the South Boston Neighborhood in the Multifamily Residential (MFR) subdistrict. The lot is situated one block northeast of West Broadway and is currently developed with a two-story home, accessory driveway and surface parking, and small yard. Much of the surrounding area is developed with parking lots serving West Broadway commercial uses and one- to three-unit residential dwellings of varying heights. Two MBTA bus routes are located on West Broadway providing access to the fixed Broadway MBTA Red Line Station located 0.7 miles to the west. The parcel is roughly three quarters of a mile from Moakley Park, and a private open space owned by the South Boston Action Council is immediately adjacent to the subject site. Property to the rear and opposite side of the subject site are residential.

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



promote contextual mid-density residential development (Section 68-6 - South Boston Residential Zoning, 2016).

Zoning Analysis:

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

Setbacks: In the MFR subdistrict, the minimum required front, side, and rear yard setbacks are five, three, and twenty feet respectively. The project proposes side yard setbacks of slightly more than one foot on the southeast side of the property. On the northwest side of the property, the ground floor wall will be constructed at the property line, with upper stories set back a couple feet. In the rear, the building is set back a minimum of eight feet and as much as 23 feet in some areas. The front ground floor is set back approximately two feet, with upper stories overhanging the sidewalk extending to the front property line. In addition to the fact that there are several existing near-zero lot line conditions found in the blocks surrounding the project, the project is sensitive to adjacent uses, citing the narrowest setback adjacent to an open space parcel and giving the greatest setback in the rear, adjacent to lower-rising residential structures. Staff recommends approval with the condition that the front setback provided be paved with standard pavement and accessible as additional sidewalk, to account for the narrow sidewalk along the subject property.

Lot Area, FAR, Open Space: The minimum required lot area for six units is 7,000 square feet. The lot is 5,093 square feet, above the average of lots in the area. The proposed FAR is 2.17, 0.17 above the 2.0 maximum. While the required open space per unit is 200 square feet, the project proposes at least one private balcony per unit, some units having two balconies, as well as a small rear yard. This brings the open space for each unit to above 150 square feet. In addition to this on-site open space, the proximity to the adjacent open space adds value to the site and provides residents with nearby green space.

Roof Structure Restrictions: The project proposes a building height of 42.5 feet, 2.5 feet higher than the allowed MFR maximum of 40 feet, and significantly higher than the existing two-story building which, per Article 68, Section 29, sets the maximum height for new construction. While taller than structures on immediately adjacent parcels, the proposed height is allowed and



expected in the area among new construction and matches the residential building across the Athens Street.

Parking: In addition to on-site bike parking in the rear yard, the project proposes a total of nine parking spaces on site, seven underneath the building and two surface parking spaces in the rear, meeting the required 1.5 spaces per unit per Article 68 of the Zoning Code. However, all spaces are considered compact, being less than the 20-foot deep requirement, and exceeding the 50% maximum for compact spaces. Additionally, two parking spaces are designed as tandem and can only be accessed if a car is removed. The two uncovered parking spaces in the rear are similarly problematic to access as they require 55-foot backing to exit the property. Although the site meets the required parking count in design, Staff does not support the proposed layout and believes the maneuverability issues present the case that only three to five spaces are truly provided. Staff recommends reevaluating the on-site parking layout and count, including replacing the two rear parking spaces with a ten-foot backing area for the tandem spaces.

Plans reviewed are titled "Athens Street," prepared by Stack Architecture and dated December 2025.

Recommendation:

In reference to BOA1827083, The Planning Department recommends DENIAL WITHOUT PREJUDICE: The proponent should reconsider the count and layout of vehicular parking in order to improve maneuverability and potentially provide greater open space and setbacks.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1857851
ZBA Submitted Date	2026-06-04
ZBA Hearing Date	2026-09-08
Address	368 Athens ST South Boston 02127
Parcel ID	0601871000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project proposes to construct a four-story, six-unit building on an existing parking lot.
Relief Type	Variance
Violations	Rear Yard Insufficient Side Yard Insufficient Parking or Loading Insufficient Lot Area Insufficient

Planning Context:

364-368 Athens Street is situated one block northeast of West Broadway and are currently utilized together as a private parking lot/vacant lot. Much of the surrounding area is developed with parking lots serving West Broadway commercial uses and one- to three-unit residential dwellings of varying heights. Two MBTA bus routes are located on West Broadway providing access to the fixed Broadway MBTA Red Line Station located 0.7 miles to the west. The parcel is roughly three quarters of a mile from Moakley Park, and a private open space owned by the South Boston Action Council is within the same block as the subject parcel.

The project proposes to legally combine parcels 364 and 368 Athens St and replace existing surface parking with a four-story, six-unit multifamily building. The proposed project's scope is consistent with both City and neighborhood planning goals: to encourage appropriately-scaled residential infill development and create new housing (Imagine Boston 2030, 2016), and to promote contextual mid-density residential development (Section 68-6 - South Boston Residential Zoning, 2016).

Zoning Analysis:

The project was cited for violation to dimensional standards set forth in Article 68, Sections 8 and 33.



Setbacks: In the MFR subdistrict, the minimum required side and rear yard setbacks are three and twenty feet respectively. On the southeast side of the site, the project proposes a first-floor, side yard setback of two inches, with the upper stories set back a few feet. The southeastern property line abuts a residential structure that is also set back no more than one foot from the property line. Because the property is L-shaped, there are two rear yard setbacks: a five-foot setback proposed along the majority of the property line and a ten-foot setback near the top of the L shape. The upper stories are stepped back from the deepest part of the rear property, lessening the bulk of the development felt by adjacent properties. In addition to the fact that there are several existing near-zero lot line conditions found in the blocks surrounding the project, the majority of the property is only 45 feet deep, further justifying a reduction in the twenty-foot required rear setback.

Minimum Lot Size: Per Table D of Article 68, the minimum lot size in the MFR subdistrict for a six-unit residential building is 7000 square feet. With the combination of two adjacent lots, the project site only contains approximately 4,325 square feet. In the area, lots greatly vary in size with the average lot size around 2,000 square feet. Given the surrounding scale of development and recent residential constructions, Staff supports the requested variance.

Parking: The proposed development will provide six ground floor parking spaces, under the residential units, three less than required by Table G of Article 68. Each space is proposed to be nine by eighteen feet which is less than the standard parking space depth of twenty feet, required by Article 68, Section 33 of the Zoning Code. Although the code allows for only up to 50% of spaces to be eighteen feet in length, Staff believes that the proposed parking design and count adequately balance parking needs and housing development goals.

Plans reviewed are titled "Proposed Multifamily 368 Athens St," prepared by 1507 architecture and dated February 2026.

Recommendation:

In reference to BOA1857851, The Planning Department recommends APPROVAL.

Reviewed,

Deputy Director of Zoning



Planning Department

CITY of BOSTON



Case	BOA1855511
ZBA Submitted Date	2026-05-28
ZBA Hearing Date	2026-09-08
Address	555 to 567 E Broadway South Boston 02127
Parcel ID	0602058000
Zoning District & Subdistrict	South Boston Neighborhood MFR/LS
Zoning Article	68
Project Description	This project proposes to add a roof deck to an existing residential unit.
Relief Type	Variance, Conditional Use
Violations	Height Excessive (ft) Roof Structure Restrictions

Planning Context:

555-567 East Broadway is located in the Multifamily Residential/Local Services subdistrict of the South Boston neighborhood. The parcel is located at the corner along a prominent thoroughfare and developed with six residential units. Along this portion of East Broadway, development is primarily residential, with some commercial uses found on the ground floor, including the property immediately adjacent to the subject parcel.

The project proposes to construct a roof deck and guardrail atop unit 565, which is situated at the corner of East Broadway and H Street.

Zoning Analysis:

The project was cited for violation to Article 68 regarding roof height as well as for needing conditional approval of the proposed roof structure due to the project's location in a Restricted Roof District. The subject site slopes down towards the intersection of East Broadway and H Street, resulting in the existing residential units each having slightly different heights. While the maximum height in the MFR/LS subdistrict is 35 feet, unit 565, the subject of this request and tallest of the units on site, rises approximately 41.33 feet to the roof sheathing, with the parapet extending another 1.5 feet. The proposed roof deck will be in line with the existing parapet and accessed via an existing headhouse; however, the proposed perimeter guardrail will extend beyond the existing roof line. Per Section 29, the railing shall be set back two feet for each one foot of height of the railing from the roof's edge. As roof decks are common in South Boston and



support city-wide goals of increasing open space, staff supports the requested roof deck, but requests that the guardrail be set back proportionally from the edge of the building and the proposed height and placement be sufficiently noted on the plans.

Plans reviewed are titled "Unit 565 Roof Deck," prepared by Sousa design Architects and dated December 2025.

Recommendation:

In reference to BOA1855511, The Planning Department recommends APPROVAL WITH PROVISIO/S: that the guardrail be set back from the roof's edge in accordance with Article 68, Section 29.

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1850638
ZBA Submitted Date	2026-05-18
ZBA Hearing Date	2026-09-08
Address	442 E Fifth ST South Boston 02127
Parcel ID	0701844000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Convert the existing unfinished basement into a fourth dwelling unit, changing the property from a three-unit to a four-unit residence.
Relief Type	Variance
Violations	FAR Excessive Usable Open Space Insufficient Basement Units Forbidden

Planning Context:

The project is located at 442 East Fifth Street in South Boston within an established multifamily residential neighborhood characterized by attached rowhouses and three-family buildings on compact urban lots.

The proposal is to renovate the existing unfinished basement into a new dwelling unit, converting the property from a three-family to a four-family residence. The project also includes a rear patio, exterior stairs to grade, and window wells serving the new basement unit.

The proposal creates an internal Accessory Dwelling Unit (ADU) through the adaptive reuse of existing interior space within the existing building, consistent with the City's ADU Guidebook. No expansion of the building footprint or overall building mass is proposed, preserving the property's scale and the surrounding streetscape. The work also includes modest rear yard improvements. The property is not located within a FEMA Special Flood Hazard Area, and the proposal does not present floodplain-related concerns.

Zoning Analysis:



The proposed project renovates the existing unfinished basement into a new dwelling unit, converting the property from a three-family to a four-family residence. The project also includes a rear patio, exterior stairs to grade, and window wells serving the new basement apartment.

Zoning relief is required for the following reasons:

Article 68, Section 7.2, Basement Units: Basement dwelling units are prohibited in the South Boston Neighborhood District and therefore require a variance. The proposed basement unit is designed as a high-quality living space with 8-foot ceiling heights, two new window wells designed to provide code-compliant emergency ingress/egress, natural light, and ventilation, two existing at-grade windows in Bedroom 1 designed to provide code-compliant emergency egress, and a new rear exterior door providing an additional means of egress. The unit is created entirely within the existing building envelope through the adaptive reuse of existing space, with no expansion of the building footprint.

Article 68, Section 8 – Floor Area Ratio: The maximum permitted Floor Area Ratio (FAR) is 2.0. The proposal results in an FAR of 2.40, requiring a variance. The increase reflects the conversion of existing basement space into habitable living areas without expanding the building footprint or envelope.

Article 68, Section 8 – Usable Open Space: A four-family dwelling requires 800 square feet of usable open space. The property provides approximately 613.68 square feet, resulting in a deficiency of 186.32 square feet and requiring a variance. The additional dwelling unit increases the open space requirement despite no change to the building footprint.

Plans titled "442 E 5th St, South Boston, MA – Submittal Packet," prepared by Phoenix Architects and dated March 16, 2026, were reviewed in support of this recommendation.

Recommendation:

In reference to BOA1850638, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1854862
ZBA Submitted Date	2026-05-27
ZBA Hearing Date	2026-09-08
Address	120 to 120D Old Harbor ST South Boston 02127
Parcel ID	0701409000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	The project proposes demolishing the existing residential building and constructing a four-story, five-unit residential structure.
Relief Type	Conditional Use,Variance
Violations	Roof Structure Restrictions Side Yard Insufficient Rear Yard Insufficient Additional Lot Area Insufficient Main Entrance

Planning Context:

120 to 120D Old Harbor Street is located in the South Boston Neighborhood in the Multifamily Residential zoning subdistrict. The site is developed with a two-story residential building with accessory parking via a side driveway and a large rear yard. The parcel is situated in between three- and four-story buildings. Across Old Harbor Street is a recently constructed 4.5-story BHA residential building.

Joe Moakley Park is within a five minute walk south of the subject property, and Dorchester Heights Monument is a quarter mile walk to the north. The property is a 0.7 mile walk from the MBTA Red Line Andrew Station, and the number 8 MBTA bus stops just one block north of the subject property.

The project proposes to demolish the existing residential building and construct a four-story, five-unit structure with tuck-under parking garages and private roof decks. Two parking spaces will be provided per unit, totaling 10 spaces on site.

Zoning Analysis:



The project was cited for violation to Article 68 regarding insufficient lot dimensions and the location of the main entrance. Additionally, conditional approval is required per Article 68 for the parcel's location in a Restricted Roof District and presence of an existing building on site.

Lot Dimensions: In the MFR subdistrict, the minimum side and rear yards required are three and twenty feet respectively. The subject project proposes a side yard setback of 0.5 feet and a rear yard setback of four feet. Furthermore, the site requires a variance for lack of the additional lot area required per unit, providing 1,555 square feet less than the required 6,000 square feet required for a five-unit development. Given the scale of surrounding developments, narrow lot dimension, provided open space on site via private balconies and roof decks for each unit, and adjacent lot conditions providing for sufficient off-site setback from residential uses, Staff supports the requested dimensional variances for the lot.

Main Entrance: Per Section 8.3, "the main entrance of a Dwelling shall face the Front Lot Line." However, to make the most of the 35-foot wide, 127-foot deep site, the project proposes five units to be accessed of a drive aisle interior to the site with entrances facing said drive aisle. The front of the building will have windows on all floors as well as a ground floor planter box, creating an inviting frontage without having an entrance face the front lot line. Furthermore, there is precedent within the block of similar design with access taken off the side of the building, supporting the proposed design.

Restricted Roof District: Section 29 requires that the height of any existing building on the lot shall determine that allowed building height on that lot subsequent to total or partial demolition of such building. Light and/or air flow to adjacent structures and/or restricting views from roofs, windows, doors, or balconies should be considered in granting additional height. Within the subject area, the existing 17-foot, two-story building is the outlier. The property is immediately bordered by three- and four-story buildings and associated surface parking lots. Furthermore, the design of the site will maximize space for light and airflow on either side of the building, aligning the proposed drive aisle adjacent to the closest adjacent structure. The proposed 40-foot building is in compliance with the maximum allowed in the area without an existing building on site; therefore, Staff supports the proposed building height.

Plans reviewed are titled "New 5 Townhouse Building with Garage," prepared by Tim Johnson Architect and dated March of 2026.

Recommendation:

BOA1854862
2026-09-08
2 Planning Department



In reference to BOA1854862, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1861457
ZBA Submitted Date	2026-06-15
ZBA Hearing Date	2026-09-08
Address	2173 to 2189 Washington ST Roxbury 02119
Parcel ID	0902451000
Zoning District & Subdistrict	Roxbury Neighborhood Dudley Square EDA
Zoning Article	50
Project Description	The project is an interior renovation and change of use of an existing education space to culinary use.
Relief Type	Conditional Use,Variance
Violations	Parking or Loading Insufficient Conditional Use

Planning Context:

The proposed project is a fully interior renovation converting an existing education space to a culinary use. The building is three stories with a basement, the proposed interior renovation and use change will occur on the second and third floors. There will be no exterior work done as part of the use change. The proposed use will have access to the loading bay on the ground floor. The site is within the Washington Street Boulevard Planning District.

Zoning Analysis:

The proposal requires relief for two zoning violations and is seeking a conditional use permit. The project is flagged for insufficient off street loading which is inaccurate as the proposed use will have access to a shared loading bay on the ground level. The other zoning violation is that the proposed use will have insufficient parking at zero when the required parking for the proposed use is 24 spaces. The site is fully developed and has operated prior uses similar in nature with no parking as well. To provide parking would be a substantial hardship requiring demolition of the existing building. The parking violation can be recommended for relief. The proposed project is also flagged for requiring design review due to being in a Boulevard Planning District, however, design review will not be necessary as it does not meet the conditions established in Section 50-38.



Lastly the proposed use of a culinary trade school is a conditional use. The proposed use is harmonious with the intent of the code and will continue the former educational use of the property in a slightly different form.

“Ruggles Hall - Partial Change of Use Application” Drawn by RODE Dated March 12, 2026.

Recommendation:

In reference to BOA1861457, The Planning Department recommends APPROVAL .

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning



Case	BOA1869100
ZBA Submitted Date	2026-07-06
ZBA Hearing Date	2026-09-08
Address	18R Plain ST Dorchester 02122
Parcel ID	1603580001
Zoning District & Subdistrict	Dorchester Neighborhood 1F-5000
Zoning Article	65
Project Description	Build new single family home to the rear of two existing single family homes on two separate parcels. An accompanying ALT case has been filed to combine the two lots. This project is part of a larger project in line with its neighbors. The project consolidates four underlying lots into a single lot to construct seven detached single-family residential structures
Relief Type	Variance
Violations	Height Excessive (stories) Rear Yard Insufficient Front Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient Side Yard Insufficient Two or More Dwelling Same Lot

Planning Context:

This proposed project would construct a new single family home to the rear of an existing residential building located at 20 Plain Street. This ZBA filing comes in conjunction with ALT179047 which will combine 18 Plain Street and 20 Plain St into one new lot. The existing 18 Plain St is a “porkchop” style lot, in which much of the buildable land is tucked behind the neighboring lots. The subject site sits within an unusually wide city block lacking internal street access, making standard lot subdivision infeasible. While the accompanying ZBA case for this project is looking to consolidate two lots, it is part of a larger development scheme along with its neighbors 16 and 14 Plain St. Consolidating the four historical lots into one large lot allows the development to accommodate seven detached units that closely match the aesthetic, scale, and spatial character of the surrounding neighborhood without requiring a public street extension.



It is important to note that this development functions as a unified multi-unit primary residential project rather than a primary dwelling with accessory dwelling units. All structures are independent primary residences sharing a single lot, rather than subordinate secondary structures tied to an anchor home.

Because traditional zoning standards typically require each detached residential structure to occupy its own dedicated lot with direct public street frontage, seeking zoning relief under Section 7-3 is appropriate. The relief permits multiple principal structures on a single lot, allowing the project to achieve contextual density and resolve the site's unique physical constraints without altering the neighborhood's visual character.

Zoning Analysis:

The proposed project has a violation for insufficient lot area. The zoning calls for 5000 sq ft per unit on the lot. The proposed project lot has an area of 13,707 SF. The proposed project would be the fifth unit on the lot, which would require an overall area of 25,000 SF. However, this is not reflective of the overall character of the neighborhood. Many lots in this area are small lots with two units, with the higher lot area requirement, are common. Many of the projects nearby neighbors are in violation of this requirement and would change the design character of the area if it were strictly enforced.

The proposed project has a violation in regards to insufficient front yard setback. This is due to the porkchop shape of the 18 Plain St portion of the lot which is tucked behind 20 Plain St. The front yard is currently encroaching over the property line between the two. If the combination of the two lots is completed, the front yard will be expanded to around 75 feet and this violation will no longer be applicable as it will be well over the 15 foot minimum.

In addition, the side yard setback faces a similar situation in regards to its insufficient depth. On the northern side of the lot, the proposed project intersects with the lot line for 20 Plain Street. Just like the front yard setback, this will no longer be the case if the lots are combined. However, on the southern edge of the property, there is only around 3 feet between the proposed building's edge and the edge of the property. This is due to the unusual shape of the lot at 16 Plain St. The rear yard for 16 Plain St projects into the rear yard of 18 Plain St and is engulfed by the 18 Plain St rear yard on 3 sides. This portion of land is unbuildable and prevents the best use of the neighboring land. This presents a potential hardship for the



proponent being unable to use buildable land due to the unique configuration of lots. A variance should be considered.

The rear yard is also triggering a violation in regards to insufficient depth. Unlike the front yard, this violation will remain after the lot combination. However, buildings close to the rear lot line are common in this area. Shallow lots that are built fully to the depth of the lot are common. Parking garages and garages that have been converted into living space are also common to the rear of main buildings in this area. The proposed project fits within this established context.

The proposed project also has a violation in regards to the lot width and the lot frontage. Both of these requirements are set at 40 feet for a single family home and 50 feet minimum for any use that is not single family. The proposed project would have multiple buildings on the lot which would set the requirement at 50 feet. The existing frontage of the two lots that are being combined are 45 Feet and 44.99 Feet. If the proposed lot combination is completed both of these violations would also be rendered null due to the new conditions of the lot. The proposed project would meet the requirements set out by the code.

The proposed project also has a violation for excessive height in stories that will not be alleviated by the combination of the two lots. The proposed project would have an overall height of 32 feet and 3 stories. The zoning maximums are set at 35 feet and 2.5 stories. The proposed project manages to fit a full three stories under the height requirement outlined by the code. In addition, many of the neighboring buildings, including its direct neighbor, have a full three stories already. Two and a half, and full three story buildings are common in this area. By adhering to the height limit in feet, the project fits three stories in a way that adheres to the existing neighborhood fabric.

The final violation is "two or more dwellings on the same lot," which is triggered due to the two existing buildings on the project lots. However, this is a uniquely shaped lot that is over twice as large as its neighbors. The proposed project would be similar in lot density to its neighbors. It would not be noticeable as out of place from the pedestrian view on the street.

Plans reviewed were titled "18R Plain St" created by Timothy Sheehan Design and dated 4/29/25.

Recommendation:

In reference to BOA1869100, The Planning Department recommends APPROVAL.



Planning Department

CITY of BOSTON

Reviewed,

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

Deputy Director of Zoning



Case	BOA1869799
ZBA Submitted Date	2026-07-07
ZBA Hearing Date	2026-09-08
Address	18R Plain ST Dorchester 02122
Parcel ID	1603580001
Zoning District & Subdistrict	Dorchester Neighborhood 1F-5000
Zoning Article	65
Project Description	Combine two lots together into one new lot with a buildable rear yard.
Relief Type	Variance
Violations	Two or More Dwelling Same Lot

Planning Context:

The proposed project would combine 18 Plain Street and 20 Plain street into one new lot, in conjunction with ERT174315 which will build a new one-unit building to the rear of the existing two structures. The existing 18 Plain Street is a “porkchop” style lot, in which much of the buildable land is tucked behind the neighboring lots. The new combined lot would allow for better use of the rear yard, as the existing lot lines make adhering to building requirements a burden due to the porkchop shape of the lot. By creating a more regular polygon, the opportunity for better use of the rear yard is opened up for development that fits in the context of the neighborhood.

Zoning Analysis:

The only violation is for “two or more dwellings on the same lot,” which is triggered due to the two existing buildings on the project lot. However, this is a uniquely shaped lot that is over twice as large as its neighbors. This violation is largely due to the parcelization of the area which created many unique lot shapes that do not allow for any development. The proposed project is making a more regularly shaped lot in order to develop a building that fits with neighborhood character.

The combination of these two lots would help to improve the context of the associated building in a meaningful way. The proposed project is currently triggering 8 separate violations. The combination of these two lots would reduce that number down to only 3 violations. The shape of



the parcel has largely led to the violations that this project has received. The combination of these two lots leads to a better design outcome.

Plans reviewed were titled "18R Plain St" created by Timothy Sheehan Design and dated 4/29/25.

Recommendation:

In reference to BOA1869799, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1826508
ZBA Submitted Date	2026-03-10
ZBA Hearing Date	2026-09-08
Address	401A to 401 Chelsea ST East Boston 02128
Parcel ID	0100471000
Zoning District & Subdistrict	East Boston Neighborhood MU-5
Zoning Article	53
Project Description	The proposal seeks to renovate and expand the existing three-story mixed-use building, which contains ground-floor retail and two dwelling units, into a five-story mixed-use building containing ground-floor retail and nine dwelling units.
Relief Type	Variance, Conditional Use
Violations	Roof Structure Restrictions Off Street Parking Regulations Building Lot Coverage Excessive Permeable Area of Lot Insufficient Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Blank Wall Excessive Ground Floor Ceiling Height Insufficient

Planning Context:

The project was deferred from July 28, 2026 to September 8, 2026. No revised plans have been submitted or reviewed, and the analysis remains unchanged.

The project at 401A–401 Chelsea Street proposes to expand the existing three-story mixed-use building, which contains ground-floor retail space and two dwelling units, into a five-story mixed-use building containing ground-floor retail space and nine dwelling units.

The property is located in Day Square, a mixed-use area characterized by ground-floor commercial uses with residences above. The site is well served by public transit: bus routes 112, 120, and 121 stop immediately adjacent to the property, and Wood Island MBTA station is approximately 0.3 miles away.

The surrounding area consists primarily of three-unit residential and mixed-use buildings. One- and two-unit homes, four- to six-unit buildings, and larger multifamily properties are also



present, though less common near the site.

Lots are generally narrow and deep. Along Chelsea Street, the prevailing development pattern consists of one building per lot, typically three stories in height, with building footprints occupying a substantial portion of the lot.

The property also lies within the East Boston Neighborhood Restricted Roof Area, which imposes additional zoning limitations on roof structures and upper-level improvements.

Zoning Analysis:

The proposal received nine citations concerning building lot coverage, permeable lot area, front-, side-, and rear-yard setbacks, blank-wall length, ground-floor ceiling height, roof-structure restrictions, and off-street parking.

Although the citation letter does not identify the applicable zoning subdistrict, the property is located in the MU-5 subdistrict. The proposal would add two stories above the existing three-story building along Chelsea Street and construct a new five-story addition at the Bennington Street end of the lot. Together, these additions would create a five-story building extending across the site between Chelsea and Bennington Streets.

Article 53, Section 53-7.2, and Table G establish the applicable requirements for building lot coverage, permeable lot area, and front-, side-, and rear-yard setbacks.

For the building lot coverage and permeable lot area citations, Table G permits maximum building lot coverage of 70 percent and requires at least 15 percent of the lot to remain permeable. The plans show proposed building lot coverage of 89 percent and permeable area of only 3 percent. The proposal therefore exceeds the maximum building lot coverage and does not satisfy the minimum permeable lot area requirement.

For the front-yard setback citation, Table G requires a 2-foot front-yard setback, increased to 4 feet under Footnote (3) because the proposal includes residential uses. Section 53-29.1, however, provides that where two or more buildings in the same block front on the same side of the same street, the required front-yard depth must conform to the Existing Building Alignment of the Block. At least two other buildings on the same side of Chelsea Street within the block are aligned at or near the street lot line. Because the proposal retains the existing Chelsea Street wall at that established alignment, the front-yard condition conforms to Section 53-29.1, and the citation does not appear to apply.



For the side-yard setback citations, Table G requires 15-foot setbacks along the east and west lot lines because the property abuts residential uses on both sides. Along the approximately 82-foot east lot line, the existing building contains a lot-line wall. The proposed rear addition would continue that wall toward Bennington Street, extending the existing east side-yard setback nonconformity. Along the approximately 75-foot west lot line, the proposed addition would provide a setback of only 3 feet, creating a new west side-yard setback nonconformity.

For the rear-yard setback citation, Table G ordinarily requires a 15-foot rear-yard setback.

Section 53-29.9, however, provides that where the rear yard of a through lot also abuts a street at least 20 feet wide, the front-yard requirements apply instead of the rear-yard requirements. Because Bennington Street is at least 20 feet wide, the front-yard requirements apply along that street line. Although Table G requires a 2-foot front-yard setback, increased to 4 feet under Footnote (3) because the proposal includes residential uses, Section 53-29.1 requires the setback to conform to the Existing Building Alignment of the Block where two or more buildings front on the same side of the same street. Existing conditions along this side of Bennington Street establish an alignment at or near the street lot line. Because the proposed addition would provide a 3-foot setback that conforms to that alignment and provides a greater setback than the adjacent buildings, the Bennington Street condition complies with Sections 53-29.9 and 53-29.1, and the rear-yard setback citation does not appear to apply.

For the blank-wall citation, the cited standard does not appear to apply. Article 2 limits the standard to the ground-floor facade along the Primary Lot Frontage. The drawings identify Chelsea Street as the front elevation, and the ground-floor facade along Chelsea Street includes windows and pedestrian entrances. No uninterrupted blank-wall segment appears to exceed the maximum permitted length of 15 feet.

For the ground-floor ceiling-height citation, Table G requires a minimum ground-floor ceiling height of 14 feet in the MU-5 subdistrict, while the plans show an existing height of 10 feet along Chelsea Street. Although the proposal includes a substantial building expansion and new residential space at the rear ground floor, it does not alter the Chelsea Street ceiling height. The existing four-foot ceiling-height nonconformity would therefore remain. The plans also retain two stepped commercial entrances and do not identify a wheelchair-accessible entrance.

For the roof-structure citation, the property lies within the East Boston Neighborhood Restricted Roof Area. Under Article 53, Section 53-25.1, the proposed two-story vertical addition above the existing main roof requires conditional use approval under Sections 6-2, 6-3, and 6-4. The proposed mixed-use program appears appropriate for the MU-5 subdistrict and generally consistent with the mixed-use character of the surrounding area.



The proposed vertical addition would introduce two-story massing with only a limited setback from the front roof edge, causing it to appear oversized in relation to the existing building.

Because it would be the first vertical addition of this scale in the immediate context of Chelsea and Bennington Streets, the proposal may also influence the design of future rooftop additions in the area. Similar additions positioned near the front roof edge could cumulatively alter the visible roofline and architectural character of both streets.

Section 6-4 allows the Board to condition approval by requiring changes to a structure's size and exterior appearance. Accordingly, the addition warrants closer attention to its height, setback from the front roof edge, and relationship to the existing building. Refining these elements would reduce its prominence when viewed from Chelsea and Bennington Streets, create clearer visual separation between the addition and the existing structure, and establish a more contextually appropriate precedent for similar additions.

For the off-street parking citation, Table L requires one parking space for each of the nine dwelling units, as well as an additional 0.4 space per 1,000 square feet of retail gross floor area. The plans identify no parking spaces for either use. The proposal therefore does not satisfy the applicable off-street parking requirements.

The submitted materials also warrant clarification regarding tree canopy at the rear of the lot along Bennington Street. Google Earth imagery dated June 2025 appears to show canopy that is not identified on the site plan. The applicant should confirm whether it remains and, if so, show its location and proposed treatment on an updated plan.

In summary, the front-yard, rear-yard, and blank-wall citations do not appear to apply. The proposal would require relief for building lot coverage, permeable lot area, side-yard setbacks, ground-floor ceiling height, and off-street parking, as well as conditional use approval for the roof addition. Particular attention should be given to the addition's scale and placement and to confirming and documenting the tree canopy.

The plans reviewed, titled "401 Chelsea St., East Boston, MA," were prepared by David Choi Architect and dated October 5, 2025.

Recommendation:

In reference to BOA1826508, The Planning Department recommends DENIAL WITHOUT PREJUDICE. The proponent should consider a project that reduces the scale of the addition to better match the dimensional requirements of updated zoning, including for permeable area of the lot.



Planning Department

CITY of BOSTON

Reviewed,

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

Deputy Director of Zoning



Case	BOA1820617
ZBA Submitted Date	2026-02-12
ZBA Hearing Date	2026-09-08
Address	722 E Eighth ST South Boston 02127
Parcel ID	0702622000
Zoning District & Subdistrict	South Boston Neighborhood MFR
Zoning Article	68
Project Description	Change the use of an pre-existing two-story garage into a first floor garage and second floor detached ADU.
Relief Type	Variance
Violations	Lot Frontage Insufficient Lot Area Insufficient Parking or Loading Insufficient off Street Parking Two or More Dwelling Same Lot

Planning Context:

The project proposes to change the use of a pre-existing two-floor garage into a detached accessory dwelling with the second floor as a lived-in unit and the first floor for parking. According to the plans submitted, the proposal is situated on a 4,375 sf lot with an existing three-unit building on the front, an existing 1,233 sf open space, with a paved driveway to the side. The renovations for the first floor include automated sprinklers and a new means of egress on the front with an updated stairway leading to the second floor. The renovations on the second floor include, adding three bedrooms each with their own closets, an automated sprinkler system throughout the unit par with firecode standards, updated insulation, a bathroom with ventilation, a kitchen and living room. With the context of the neighborhood, the proposed plans sit in South Boston, a largely multi-family and triple-decker neighborhood. The project is minimally invasive and contextual to the site which is surrounded by similar building typologies and characterized by houses of similar density and scale with a few large housing developments.

Zoning Analysis:



According to Article 68, the lot minimum requirement is 2,000 sq ft with 1000 sq ft per additional units with lot width frontage minimum being 20ft in MFR subdistricts in South Boston, yet, the majority of the established and existing sites along E Eight Street, E Seventh Street, E Sixth Street and K Street are all noncompliant suggesting a zoning code that is overdue for reform. According to the plans and cited as a violation, the lot area is 4,375 sq ft with existing width frontage being 35 ft which is greater than the minimum required. Despite Article 68, Section 8 Table D requiring 1,000 sq ft per additional units, the detached Accessory Dwelling Unit being built here is the renovation of an existing garage and it doesn't require the increase in lot because it is contextual to the site. It's important to note that there could be a discrepancy of the open space between the submitted plans and what's viewable on Google street view. Open space for the lot sits at 1,233 sq ft but it's possibly paved, and per the dimensional regulations, usable open space is a minimum of 200 sq ft per dwelling unit, and so if the proponent leaves it as parking, there's not going to be open space on the property at all.

The changes proposed in this project are aligned with the overall character of the street, will be contextual in design and massing to its surrounding as it resides in a MFR subdistrict.

The plans reviewed are titled, "722R E Eight Street South Boston" and were prepared by Kuhlmann Architecture and dated 04/01/2025.

Recommendation:

In reference to BOA1837050, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning



Case	BOA1836310
ZBA Submitted Date	2026-04-03
ZBA Hearing Date	2026-09-08
Address	44 Granger ST Dorchester 02122
Parcel ID	1500174000
Zoning District & Subdistrict	Dorchester Neighborhood 2F-5000
Zoning Article	65
Project Description	Construct new three-unit, triple-decker style building
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Side Yard Insufficient Lot Frontage Insufficient Lot Area Insufficient Lot Width Insufficient Forbidden use: 3 Family Residential

Planning Context:

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

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

Zoning Analysis:

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



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

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

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

The next violation is due to the FAR being above the zoned maximum. The proposed project has a FAR of 0.77 while the area is only zoned for a FAR of 0.50. This is not reflective of the built environment of the neighborhood. The triple-decker that occupies the half to two thirds of the lot is exceedingly common in this area, with FARs above the 0.50 maximum. If this violation were to be applied to the area, the familiar built fabric would be unrecognizable. This again highlights the need for zoning reform for the area.

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

BOA1836310

2026-09-08

2 Planning Department



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

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

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

Recommendation:

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

Reviewed,

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

Deputy Director of Zoning



Case	BOA1749423
ZBA Submitted Date	2025-07-17
ZBA Hearing Date	2026-09-08
Address	26 Burt ST Dorchester 02124
Parcel ID	1704564000
Zoning District & Subdistrict	Dorchester Neighborhood 1F-7000
Zoning Article	65
Project Description	Combine two neighboring lots into one larger lot and build an eight unit dwelling.
Relief Type	Variance
Violations	FAR Excessive Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Parking or Loading Insufficient Parking design and maneuverability Lot Area Insufficient Forbidden Use: Multifamily

Planning Context:

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

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

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

Zoning Analysis:



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

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

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

The next violation is regarding the side yard setback. The proposed project has a side setback of five feet four inches, while the zoning requires a side setback of twelve feet. This is again not reflective of the built reality of the neighborhood. Small side yards are common in this area, especially with the neighboring rows of triple deckers to the north and the east which have almost no side yards. Almost none of the nearby buildings meet this requirement, and it reflects a disconnect between the code and built reality. If the project were to adhere to these provisions, it would create a project in discontinuity with its neighbors.

The next violation regards off street parking. The zoning requires a parking ratio of 1.25 spaces per unit, or 8 spaces where the proposed project is providing 7. While it technically does not



meet the requirements for parking under the zoning code, little to no on parcel parking is common in this area of Dorchester. Street parking is the predominant form of parking, and this project is located within proximity of public transportation options. While this is a violation, BTDP parking guidelines have highlighted this as an area that contextually makes sense for a required parking ratio of as little as 0 spaces per unit. This project is providing 7 spaces well above that 0 space ratio, and so a variance is recommended.

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

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

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

The proposed project would have an FAR of 0.54. The zoning code requires a maximum FAR of 0.4. This again reflects a disconnect between the zoning code and the built reality of the area. Triple-deckers are extremely common, and while many have rear yards, the height of the building creates a situation where FARs are commonly between 0.75 and 1.25 for the area. The proposed project is in line with its neighborhood design characteristics and is an appropriate fit for the development pattern in the area.

BOA1749423

2026-09-08

3 Planning Department



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

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

Recommendation:

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

Reviewed,

A handwritten signature in black ink, reading "Kathleen Onuf".

Deputy Director of Zoning

MEMORANDUM**APRIL 16, 2026**

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

FROM: CASEY HINES, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
NUPOOR MONANI, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
NICK CARTER, DEVELOPMENT PORTFOLIO MANAGER
SCOTT SLARSKY, SENIOR ARCHITECT
ERIC BOATRIGHT, SENIOR ARCHITECT II
HEEYOUNG LEE, SENIOR LANDSCAPE ARCHITECT I
JASON MCDONALD, PLANNER
JAMES FITZGERALD, DEPUTY DIRECTOR OF PLANNING REVIEW

SUBJECT: 460 WEST BROADWAY, SOUTH BOSTON

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 460 West Broadway in South Boston (the "Project Site" and "Proposed Project" respectively), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); and (2) enter into a Community Benefits Agreement and take any and all other actions and 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 is in South Boston's St. Vincent neighborhood, near Perkins Square on West Broadway, the neighborhood's main business and commercial

thoroughfare. The Project Site measures approximately 11,858 square feet and fronts West Broadway to the west and has a frontage on Athens Street to the north and is bound by a city-owned parking lot to the west and an existing building to the east.

DEVELOPMENT TEAM

Proponent: Cedarwood Development, LLC
David Winick
David Matteo

Architect: The Cedarwood Group
Shane Losi, R.A.

Legal Counsel: Morancy Law, PC
George Morancy, Esq.

**Land Surveying
and Civil**

Engineering: RJ O'Connell and Associates, Inc.

DESCRIPTION AND PROGRAM

The Proposed Project consists of the adaptive re-use of and construction of a two-story addition to the former South Boston Savings Bank building as the new home of the South Boston Division of the Boston Municipal Court. The former bank building, which is to be substantially preserved, was constructed in 1948 in Classical Revival style and is included in the state's MACRIS inventory.

In addition to the courthouse, the Proposed Project includes office and administrative space for the Suffolk County District Attorney and Office of Community Corrections. Five (5) parking spaces and two (2) secure loading spaces will be provided for the courthouse, with direct access from Athens Street at the rear of the Project Site.

Project metrics can be found in Appendix A.

ARTICLE 80 REVIEW PROCESS

On February 19, 2025, the Proponent submitted an Application for Small Project Review pursuant to Article 80E of the Boston Zoning Code (the “Code”). On March 11, 2025, the Boston Planning Department hosted a virtual public meeting for the Proposed Project. The public meeting was advertised in the local paper, a notice was posted on the Boston Planning Department’s calendar, and an email notification was sent out to all subscribers of the Boston Planning Department’s South Boston email update list. The comment period was extended and concluded on March 31, 2025. Additional public meetings were held on October 14, 2025, November 5, 2025, and April 8, 2026.

PLANNING AND ZONING CONTEXT

The Proposed Project is located in the MFR/LS zoning subdistrict within the South Boston Neighborhood governed by Article 68 of the Code. The Project Site is located on a corridor composed of commercial uses along the ground level and residential in upper levels. Outside this corridor are mostly residential buildings. The proposed courthouse and accessory office space are forbidden uses under the Code.

The Proposed Project seeks zoning relief for forbidden use, excessive height, excessive floor area, and insufficient yard depth. Planning Department staff helped shape the proposed design to ensure that building dimension is contextually appropriate.

MITIGATION & COMMUNITY BENEFITS

- In compliance with Boston Complete Streets Design Guidelines, the Proponent will setback the building to create a wider sidewalk on Athens Street within the bounds of the Project Site and the public right-of-way. Athens Street will have a minimum sidewalk width of six feet three inches (6'-3"), as measured from the back of the curb, inclusive of a three feet five inches (3'-5") setback from the property line. All sidewalks will maintain a minimum six feet three inches (6'-3"), free of vertical obstructions and constructed of approved City standard materials. West Broadway will have a minimum clear sidewalk width of eight feet three inches (8'-3"), free of vertical obstructions. All sidewalk dimensions within setbacks are subject to

Design Review and will require approval for a Pedestrian Easement with the Public Improvement Commission ("PIC").

- The Proposed Project will remove existing guardrails and reduce the length of vehicular curb cuts along Athens Street to 12'-0", to improve pedestrian safety and minimize disruptions of pedestrian experience on the accessible sidewalk. Site access design and circulation are subject to continued Design Review. All driveway curb cuts will be designed to maintain flush sidewalk conditions and constructed using approved City standard materials consistent in color and tone with adjacent sidewalk conditions. All curb cut modifications will seek a curb cut permit from the Boston Public Works Department ("PWD") and/or through the PIC process.
- The Proposed Project will enhance the public realm through streetscape and landscape improvements throughout the Project Site, including the following:
 - Installation of two (2) new street trees along West Broadway as part of the site plan improvements. Street tree planting will be designed in accordance with City standard details for work within the public right-of-way and will be subject to review and approval by the PIC and coordination with the Boston Parks and Recreation Department. All planting shall be completed prior to issuance of a Certificate of Occupancy.
 - Incorporation of planted areas along the building façade designed to capture and manage stormwater runoff.
 - Installation of a planted buffer along the west side of the building to provide separation between the building and the adjacent municipal parking lot.
- In accordance with the City of Boston Bike Parking Guidelines, the Proponent will provide thirteen (13) long-term, covered and secure bike parking spaces located in a first-floor bike room, and six (6) short-term bike parking spaces at grade on West Broadway.
- The Proponent will remove the existing obstructed bike share station and proposes to relocate it in split configuration along the West Broadway sidewalk furnishing zone, prior to issuance of Certificate of Occupancy. The final location of the bike share station will be subject to review and approval

by the PIC.

PIC approvals for proposed improvements shall be completed before building permit issuance for the Proposed Project. The physical mitigation improvements shall be completed upon issuance of the Certificate of Occupancy. These proposed improvements are subject to design review and approval by the BTD, PWD, PIC, and the Planning Department.

Planning Department staff strongly recommend that the Proponent return to the Planning Department to review design updates with the Article 80 Development Review team prior to initiating the PIC process.

- The proponent will make a one-time monetary contribution of \$10,020 to the Boston Transportation Department (“BTD”) to be contributed upon issuance of building permit to support the bikeshare system.
- The Proposed Project will preserve the historic South Boston Savings Bank façade.

RECOMMENDATIONS

The Proposed Project complies with the requirement set forth in Section 80E of the Code for Small Project Review. Therefore, staff recommend that the Director be authorized to: (1) issue a Certification of Approval pursuant to Section 80E-6 of the Code in connection with the Proposed Project, subject to continuing design review; and (2) enter into a Community Benefits Agreement, and to take any and all other actions and execute any and all 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 Code, approving the development at 460 West Broadway in South Boston, consisting the adaptive re-use of and construction of a two-story addition to the former South Boston Savings Bank building, to be used as a new courthouse and associated uses, in accordance with the requirements of Small Project Review, Article 80E of the Code, subject to continuing design review by the BPDA; and

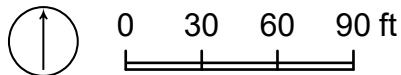
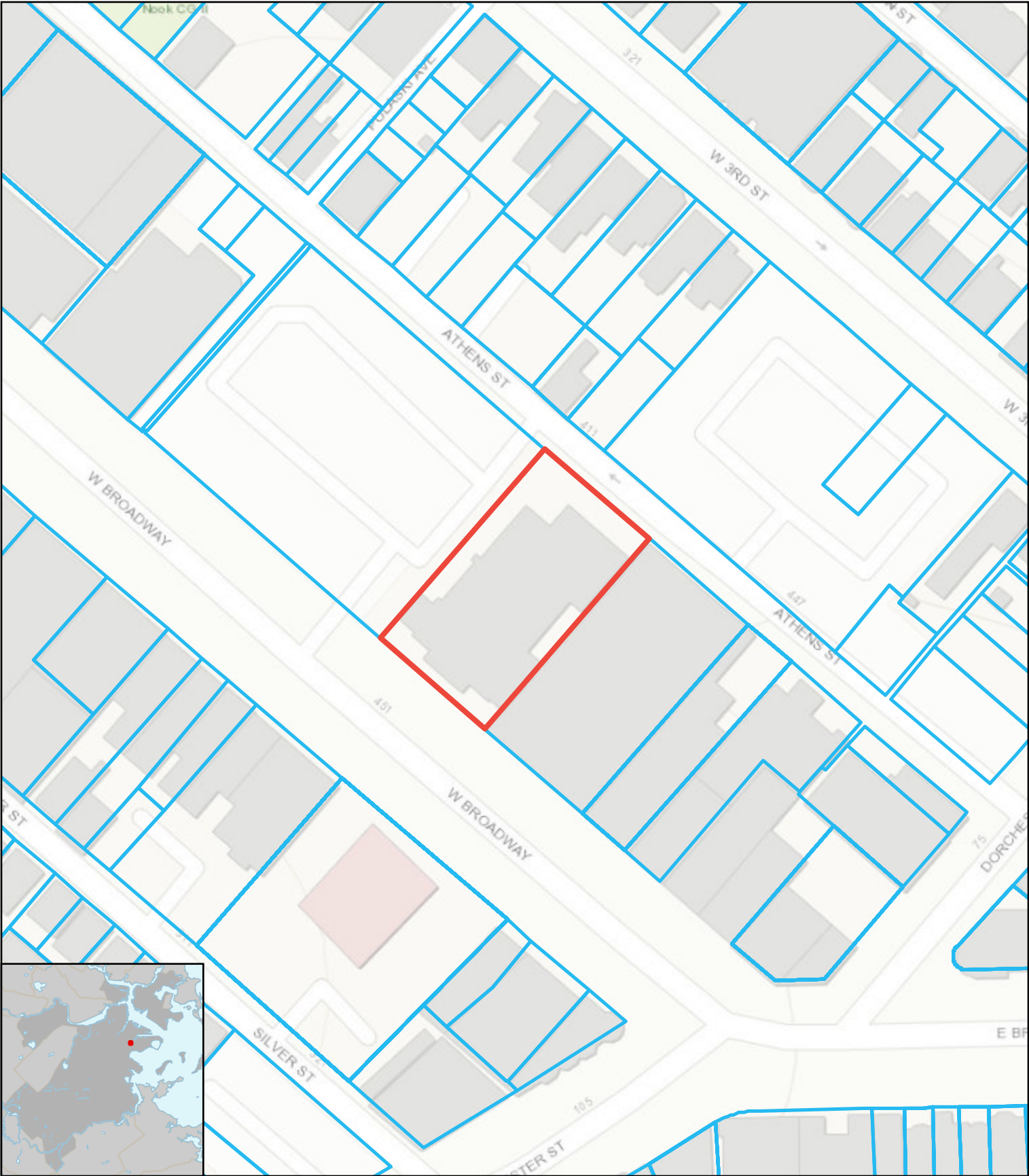
VOTED: That the Director be, and hereby is, authorized to enter into a Community Benefits Agreement and to take any and all other actions and execute any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appendix A
Project Metrics

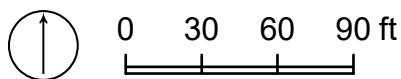
<u>Estimated Project Metrics</u>	Proposed Plan
Gross Square Footage	36,709
Gross Floor Area	35,673
<i>Residential</i>	0
<i>Office</i>	33,428
<i>Retail</i>	0
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	2,245
Development Cost Estimate	\$29,000,000
Residential Units	
<i>Rental Units</i>	
<i>Ownership Units</i>	
<i>IDP/Affordable Units</i>	
Maximum Parking spaces	5
<i>Long-term Bicycle Parking</i>	13
<i>Short-term Bicycle Parking</i>	6
<i>Location of Bike Room</i>	Ground Floor
<i>Bluebike Docks</i>	17
<i>Bluebike Stations</i>	1
<i>Minimum Monetary Bluebike Contribution</i>	\$10,020

<i>Loading Bays</i>	2
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460 West Broadway



460 West Broadway





Boston City Council
ED FLYNN
Councillor - District 2

April 16, 2026

Boston Planning & Development Agency Board
One City Hall Square, Room 900
Boston, MA 02201

RE: Support for 460 West Broadway, South Boston

Dear Members of the BPDA Board,

I am writing in support of the proposed project at 460 West Broadway for an adaptive re-use of a former bank building. The project seeks to change the legal use and occupancy to court and office space for the Trial Court of the Commonwealth, and include five garage parking spaces.

My support stems not only from the critical need for maintaining a presence for the Trial Court of the Commonwealth and our criminal justice system in South Boston, but also a community process with neighbors and abutters that resulted in a number of good-faith compromises. This included removing the entire residential element of the proposal and 22 units originally proposed, reducing the height from six stories down to four stories, changes to the design of the building, and attention to other key quality of life concerns in the neighborhood.

As a result, I respectfully ask that the Board provide every consideration to approve this project. If you have any questions, please feel free to contact me at Ed.Flynn@Boston.gov, or at 617-635-3203.

Sincerely,

Ed Flynn
Boston City Councillor, District 2



To: [Nick Carter],
From: [Rihabe Oulal], PWD
Date: [2/27/2025]
Subject: [460 West Broadway-SPRA] - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for 460 West Broadway SPRA.

Project Coordination:

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 shall construct accessible sidewalks along the site frontage on West Broadway Street, the rear on Athan Street, and the adjacent driveway entrance. The developer shall coordinate with the Public Improvement Commission (PIC) regarding any modifications to curb geometry and streetscape materials.

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 extent 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 with both City of Boston and ADA/AAB standards.



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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.

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.

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CITY *of* BOSTON

Michelle Wu, Mayor

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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MEMORANDUM**DECEMBER 11, 2025**

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

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

SUBJECT: 151 LENOX STREET, ROXBURY

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

PROJECT SITE

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

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

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

DEVELOPMENT TEAM

The development team consists of:

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

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

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

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

Environmental
Engineer: TCR Companies
Two Liberty Sq

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

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

PROPOSED PROJECT

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

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

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

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

PLANNING AND ZONING CONTEXT

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

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

URBAN DESIGN

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

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

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

ARTICLE 80 REVIEW PROCESS

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

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

ZONING

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

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

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

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

HOUSING PROGRAM AND INCLUSIONARY ZONING

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

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

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

MITIGATION & COMMUNITY BENEFITS

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

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

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

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

SUSTAINABILITY

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

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

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

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

RECOMMENDATION

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

Appropriate votes follow:

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

FURTHER

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

151 Lenox Street



151 Lenox Street





The Commonwealth of Massachusetts

MASSACHUSETTS STATE SENATE

LIZ MIRANDA

STATE SENATOR
SECOND SUFFOLK DISTRICT

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

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

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

September 12th, 2025

RE: Support for 151 Lenox Street

Dear Chair and Members of the BPDA Board,

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

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

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

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

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

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

Sincerely,

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

Senator Liz Miranda |she/her|

Second Suffolk District

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



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

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

Committees:

House Committee on
Ways and Means

Joint Committee on
Health Care Financing

Joint Committee on Mental Health,
Substance Use and Recovery

Joint Committee on Public Service

September 15th, 2025

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

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

To whom it may concern,

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

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

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

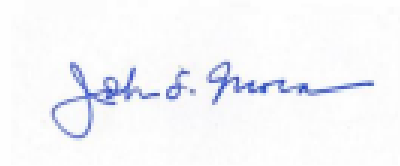
The proposed senior affordable housing project is a natural extension of TDC's legacy. With Boston's aging population and the growing gap between income and housing costs, the need for deeply affordable, high-quality homes for seniors is urgent. TDC's proven record in planning,

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

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

Thank you for your consideration.

Respectfully,

A handwritten signature in blue ink, reading "John F. Moran". The signature is fluid and cursive, with the first name "John" and last name "Moran" clearly legible. It is positioned above the printed name and title.

John Francis Moran
State Representative
9th Suffolk District

**Boston Water and
Sewer Commission**



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

September 22, 2025

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

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

Dear Ms. Platt-DeCosta:

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

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

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

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

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

The Commission has the following comments regarding the SPRA:

General



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



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

Water

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



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

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

Sewage / Drainage

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

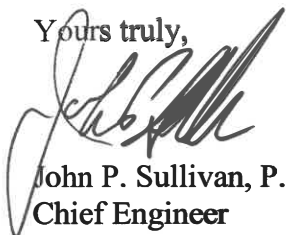


drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, TDC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

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

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/afh

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

To: Scott Greenhalgh

Project Manager

City of Boston Planning and Development

Re: 151 Lenox Street - Small Project Review

Date: September 15, 2025

Dear Mr. Greenhalgh,

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

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

Pickup/Drop-off

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

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

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

Onsite Amenities

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

Outdoor Space/Trees/Benches

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

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

Indoor Space/Community Space

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

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

Best,

Andrea Burns, Age-Friendly Boston

David Reedy, Age-Friendly Boston

The Age Strong Commission