



# Planning Department

## MEMORANDUM

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

FROM: Joanne Marques  
Regulatory Planning & Zoning

DATE: February 27, 2025

RE: Planning Department Recommendations

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Please find attached, for your information, Planning Department recommendations for the March 04, 2025 Board of Appeal's Hearing.

Also included are the Board Memos for: 99 Boston ST Dorchester 02125 - 101 to 109 Boston ST Dorchester 02125 and 639 to 643H Warren ST Dorchester 02121.

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



<b>Case</b>	BOA1686079
<b>ZBA Submitted Date</b>	2025-01-22
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	124 to 126 Bunker Hill ST Charlestown 02129
<b>Parcel ID</b>	0203011022
<b>Zoning District &amp; Subdistrict</b>	Charlestown Neighborhood NS
<b>Zoning Article</b>	62
<b>Project Description</b>	The proponent is seeking to add a roof deck to an existing four story residential building.
<b>Relief Type</b>	Variance
<b>Violations</b>	Roof Structure Restrictions

**Planning Context:**

Per PLAN: Charlestown (September 2023), this project is located within the Original Peninsula. The project proposes to build a roof deck that is consistent with the design guidelines in PLAN: Charlestown as it is located on a flat roof and located in the rear of the rooftop area reducing visibility from the public right-of-way.

**Zoning Analysis:**

The relevant neighborhood subdistrict contains roof structure restrictions as outlined in Section 62-25. - Roof Structure Restrictions. The proposed roof deck is pulled back from the street-facing sides of the building, such that there is limited visibility from street level. While the zoning code states that a roof deck should not alter the profile of the roof, the proponent has proposed to alter the roof in such a way that will not visually affect the neighborhood fabric. There are similar such roof decks among the surrounding properties, including on 120 Bunker Hill St, 5 Lexington Ave, 14 Lexington St, 16 Lexington St, and more.

The parcel is also located within the Charlestown Neighborhood Design Overlay District (Art. 62 - Sec. 18) and therefore this project will require design review. This overlay district is designed to preserve the existing scale, pedestrian experience, neighborhood character, and historic building concentrations within the Neighborhood Design Overlay Districts (NDOD).

This recommendation was made based on plans titled "Proposed Renovations 124 Bunker Hill Street" prepared by Timothy Sheenan Architect on 11/29/24.



**Recommendation:**

In reference to BOA1686079, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review due to location within the Charlestown Neighborhood Design Overlay District.

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1685710
<b>ZBA Submitted Date</b>	2025-01-22
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	597 E Second ST South Boston 02127
<b>Parcel ID</b>	0603324000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR
<b>Zoning Article</b>	South Boston Neighborhood
<b>Project Description</b>	Add two dormers to the roof of an existing single-family home.
<b>Relief Type</b>	Conditional Use
<b>Violations</b>	Roof Structure Restrictions

**Planning Context:**

The proposal is a renovation to a two and a half-story attached house that would include the construction of two new dormers making the top floor a fully habitable story instead. The renovation will only add an extra bedroom with bathroom keeping the use as single-family. One dormer will face the rear while the other will face the front with equal width at 12'-7". The three other buildings attached to this one are similar in design but feature dormers on both sides while this one does not. The dormers on the attached buildings are smaller except for one of the rear dormers that is closer to the proposed addition. The surrounding context has an equal mixture of flat roofs, pitched roofs, and pitched roofs with dormers of various sizes.

**Zoning Analysis:**

Article 68 Section 29 details roof structure restrictions which includes that any alteration to a roof of a residential building or building formerly used for residential purposes must be granted a conditional use permit from the Board of Appeal upon meeting the requirements of Sections 6-3, and 6-4. The proposed alterations will stay within the character of the neighborhood and match the surrounding context. There will be no other violations triggered by the creation of these dormers. A conditional permit approval is recommended.

"597 East 2nd St" Drawn by 686 Architects dated September 9th 2024.

**Recommendation:**



Planning Department

**CITY of BOSTON**

In reference to BOA1685710, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1658178
<b>ZBA Submitted Date</b>	2024-10-01
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	674 to 676 E Broadway South Boston 02127
<b>Parcel ID</b>	0603235000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR/LS
<b>Zoning Article</b>	68
<b>Project Description</b>	Renovate an existing three-story mixed-use building to change use to three residential units and one commercial unit by adding additional living space in a new fourth story.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient Roof Structure Restrictions FAR Excessive Height Excessive (ft) Usable Open Space Insufficient Rear Yard Insufficient Lot Area Insufficient Additional Lot Area Insufficient

**Planning Context:**

The proposed project seeks to renovate the existing three-story mixed-use building at 674-676 East Broadway in South Boston by adding a fourth floor and expanding the living space on the current second and third floor. This will change the use from one residential unit and one commercial unit to three residential units and one commercial unit. The current structure is a three-story mixed-use building that shares a party wall with the abutting property at 672 East Broadway. The first floor houses Moko, a Japanese restaurant, which will remain in this location with no changes to the basement and first floor. The second and third floor currently contain a single one-bedroom unit. With the expansion, this will become three two-bedroom units. This portion of East Broadway intersects with K Street and primarily contains mixed-use buildings with ground floor commercial uses that include restaurants, cafes, and convenience stores. Larger commercial businesses such as Stop & Shop and Walgreens are also located nearby. Many of the mixed-use buildings in this area also share a party wall.



This project would further the goals outlined in Housing a Changing City, Boston 2030 (September 2018) as it would create additional housing while also allowing property owners to adapt and enhance their living spaces to meet their needs.

**Zoning Analysis:**

The refusal letter states a total of eight dimensional and parking violations: insufficient parking, roof structure restrictions, excessive FAR, excessive height, insufficient open space, insufficient rear yard, insufficient lot area, and insufficient additional lot area. This area is currently zoned as MFR/LS, and many of these violations are based on the existing building.

The minimum parking requirement is 0.3 spaces per seat for the restaurant, and 1.5 spaces for each of the residential units. This project is retaining the existing parking condition which is zero parking spaces. This is a case for zoning reform to address the discrepancy between the parking requirement and necessity. This site is well-served by public transit as it is located just 70 feet from a bus stop for MBTA 9 and 10 bus routes. Additionally, since this site currently provides no parking spaces, part of the existing building would need to be demolished to create parking. This would impact the proposed commercial unit which is intended to remain unchanged in order to retain the existing restaurant.

Under Article 68, the maximum allowed height is 35' while this project is proposing a height of 43.6'. Relief should be granted because, although the proposed height exceeds the maximum allowed height, many nearby properties also exceed this height including the mixed-use buildings at 673 and 700 East Broadway. Additionally, the project's location at the corner of East Broadway and K Street also helps mitigate the height impact while working with the natural grade change along K Street. This is also a case for zoning reform to align the dimensional requirements with the built environment.

This project is also proposing a roof deck. Section 68-29 notes that open roof decks may be erected on the main roof of a building with a flat roof provided that it is a) less than one foot above the highest point of the roof, b) total height of the building does not exceed the maximum building height, c) access is by roof hatch or bulkhead no more than 30 inches in height above the deck unless the Board of Appeal grants permission for a stairway headhouse, and d) an appurtenant hand rail is set back horizontally. The violation arises because the height of the proposed building already exceeds the maximum allowed height for this area and would need permission from the Board of Appeal for a stairway headhouse. Relief should be granted



because, despite exceeding the maximum allowed height, would provide additional usable open space for the residents. Additionally there is also a roof deck nearby at 673 East Broadway.

The small lot size of this parcel makes it difficult to meet the minimum requirements for open space, lot area, additional lot area, and explains why the proposed building exceeds the maximum allowed FAR. Under Article 68, the minimum required amount of usable open space is 200 square feet per dwelling unit, a minimum lot area of 5,000 square feet, and an additional 1,000 square feet for each additional dwelling unit. The maximum allowed FAR is also 1.5. This project proposes 82 square feet of usable open space, a lot area of 1,336 square feet and an FAR of 2.97. Relief should be granted due to the narrow size of this lot and because the proposed project will maintain the existing building footprint. While the lot size is comparable to other mixed-use row houses on East Broadway, it is smaller than other three-unit residential buildings in the area. Given the building's footprint, increasing usable open space would be difficult while still ensuring adequate living space. The increase in FAR should also be allowed as this is the creation of additional living space on a narrow parcel. Thus, relief should be granted for the amount of usable open space, lot area, additional lot area, and FAR.

The last violation is in regards to the rear yard. This project is proposing a rear yard of 14.4' while the minimum required rear yard setback is 20'. Because the proposed project is maintaining the existing building footprint, this is an existing non-conformity. This is also a case for zoning reform to allow the extension of non-conformities, when the structure otherwise conforms to dimensional requirements and the existing non-conformities are not increasing, to incentive retention and improvement of existing structures.

The plans reviewed are titled ZBA REFUSED EPLANS\_674 - 676 E BROADWAY\_ALT1631060 and were prepared by Choo & Company, Inc. They are dated May 8, 2024.

**Recommendation:**

In reference to BOA1658178, The Planning Department recommends APPROVAL WITH PROVISIO: that plans be submitted to the Planning Department for design review with attention to the compatibility of the existing structure and addition.





Planning Department

**CITY of BOSTON**

Reviewed,

*Kathleen Onuf*

Deputy Director of Zoning



<b>Case</b>	BOA1644826
<b>ZBA Submitted Date</b>	2024-08-26
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	32 Vinton ST South Boston 02127
<b>Parcel ID</b>	0700654000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR
<b>Zoning Article</b>	68
<b>Project Description</b>	The proponent seeks to confirm the existing use as three dwelling units and construct an additional bedroom on the third floor
<b>Relief Type</b>	Variance
<b>Violations</b>	Rear Yard Insufficient Side Yard Insufficient Roof Structure Restrictions

**Planning Context:**

32 Vinton Street is located in a residential area of South Boston with mostly three story buildings. The majority of the surrounding parcels are built up until the lot lines on the sides, and have minimal space in the rear. This is also a transit rich area that is a 0.3 mile walk from the Andrew Red Line Station. The proponent seeks to confirm the existing use as three dwelling units and construct an additional bedroom on the third floor. This proposal aligns well with the desirability of units that can accommodate larger households outlined in the PLAN: South Boston Dorchester Avenue.

**Zoning Analysis:**

The proponents' plans outline the build out of the rest of the third story with an additional bedroom, confirming the existing use as three dwelling units. The proposal has three zoning violations. Two of the zoning violations, rear and side yard insufficiencies are existing non-conformities and will not be worsened by the new construction plans.

The last zoning violation is for roof structure restrictions outlined in Article 68-29, however there will be no significant changes to the skyline or the existing roof structure beyond the heights that already exist as the change is being made to the rear and not visible from the public right of way.



Planning Department

**CITY of BOSTON**

**Recommendation:**

In reference to BOA1644826, The Planning Department recommends APPROVAL.

Reviewed,

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

Deputy Director of Zoning

**MEMORANDUM**

**JANUARY 16, 2025**

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

**FROM:** CASEY HINES, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW  
TYLER ROSS, PROJECT ASSISTANT  
ILANA HAIMES, PLANNER II, PLANNING REVIEW  
DANIELA ESPINOSA, TRANSPORTATION PLANNER  
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II, SITE REVIEW  
AMBER GALKO, URBAN DESIGNER, RESILIENCE REVIEWER

**SUBJECT:** 101-109 BOSTON STREET, DORCHESTER

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 101-109 Boston Street in Dorchester (as defined below, the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) execute and deliver an Affordable Rental Housing Agreement and Restriction ("ARHAR") in connection with the Proposed Project; and (3) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project

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**PROJECT SITE**

The Proposed Project consists of approximately 13,477 square feet of underutilized land at 101-109 Boston Street (the “Project Site”) that will be subdivided from the overall premises known and numbered as 83-105 Boston Steet, which is an approximately 37,812 square foot lot owned by The Fortress - Boston Corporation, and which contains the long-existing Fortress Storage facility of approximately 57,232 square feet of building (to remain on its subdivided parcel). The Project Site is a corner and through lot which fronts on Boston Street and the Massachusetts Department of Transportation’s (“MDOT”) Frontage Road and is proximate to the South Bay Center.

**DEVELOPMENT TEAM**

The development team includes:

Proponent: Cobalt Development Partners LLC  
Ladd Thorne, Jr. and Charles Steelman

Architect: Merge Architects  
Elizabeth Whittaker AIA, Jamie Pelletier, Adrian Goldental,  
and Daniel Kwon

Legal Counsel: McDermott Quilty Miller & Hanley LLP  
Joseph Hanley, Esq.; Nicholas Zozula, Esq.

Landscape  
Architecture: Offshoots, Inc.  
Kate Kennen, Terry Kinsler, and Cristian Umana

Transportation/  
Civil Engineer: VHB  
Ryan White, Vinod Kalikiri, Sara Yasin, Howard Moshier,  
and Elisa Arriaga

**PROPOSED PROJECT**

Cobalt Development Partners LLC, (the “Proponent”) seeks to construct a new six (6) story, multifamily residential building of up to approximately 49,900 square feet of total GFA, with up to 59 units of residential rental housing, associated residential indoor and outdoor amenity spaces, a ground floor restaurant/takeout restaurant

and/or retail space of up to approximately 2,211 square feet, and up to ten (10) onsite vehicular garaged parking spaces with access from an existing curb cut along Frontage Road, plus related improvements in pedestrian accessibility, landscape, and the public realm in and around the Project Site, consistent with the character and housing needs of the surrounding community (the “Proposed Project”). The Proposed Project also will include an interior bicycle storage room with space for fifty-nine (59) bicycles for residents and twelve (12) exterior bicycle storage spaces.

The scale, design and programming of the Proposed Project has been carefully shaped and designed to be complementary to the various recently approved projects by Planning in the immediate neighborhood and consistent with the City’s housing and planning goals for the immediate area. In this regard, the Proposed Project will revitalize this underutilized Project Site with a residential component of market-rate and on-site affordable housing in compliance with the City’s applicable Inclusionary Development Policy (“IDP”) requirements, with a building aesthetic appropriate in scale, massing, and design for this section of the Dorchester neighborhood.

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

<b><u>Estimated Project Metrics</u></b>	<b>Proposed Plan</b>
<b>Gross Square Footage</b>	59,835
<b>Gross Floor Area</b>	49,900
<i>Residential</i>	47,689
<i>Office</i>	0
<i>Retail</i>	2,211
<i>Lab</i>	0
<i>Medical Clinical</i>	0
<i>Education</i>	0
<i>Hotel</i>	0
<i>Industrial</i>	0
<i>Recreational</i>	0
<i>Cultural</i>	0
<i>Parking</i>	5,293

<b>Development Cost Estimate</b>	\$ 30,000,000
<b>Residential Units</b>	59
<i>Rental Units</i>	59
<i>Ownership Units</i>	0
<i>IDP/Affordable Units</i>	8
<b>Parking spaces</b>	10

**PLANNING AND ZONING CONTEXT**

The Proposed Project is located in the Dorchester Neighborhood District, within a Community Commercial (CC) subdistrict, pursuant to Article 65 of the Zoning Code. The project site is located within the Coastal Flood Resilience Overlay District (CFROD), which requires new construction to meet resilient design standards. These standards include elevating the ground floor of the building above Base Flood Elevation (BFE) for the year 2070, and limiting the uses that can be located below the Design Flood Elevation (DFE). The design proposal raises the residential entry lobby and restaurant space to incorporate the proper amount of freeboard as required by the Article and utilizes wet floodproofing at the parking and storage spaces.

There are no recent local planning initiatives for the site at 101 Boston Street. The proposed development is located outside the boundaries of the study area for the PLAN: South Boston, Dorchester Avenue study area, for which the southern edge is located approximately one-quarter mile north of the site.

The Proposed Project is located at the nexus of several planning neighborhood contexts. Across Boston Street, to the east, the neighborhood is predominated by the traditional three-story buildings that comprise much of the three-family residential fabric of the Dorchester neighborhood. The area west of the site is anchored by the South Bay Center, a retail and residential district established in phases over the preceding decades.

The most recent phase of the South Bay Center, Board-approved in 2016, established a new network of public streets and mixed-use building typologies on the eastern edge of the shopping center. While industrial and commercial uses predominate the adjacent area, developments including Jan Karski Way Extension

Project, Board-approved in 2021 and 115-121 Boston Street, Board-approved in 2024, will connect the streets and residential fabric of recent phases of the South Bay Center with the existing neighborhood east of Boston Street. Staff review of 101 Boston Street aligned the use, form, and public realm of the Proposed Project to ensure a meaningful contribution to the ongoing evolution and integration of this former industrial area into the fabric of Dorchester.

Given the limited Planning Initiatives geographically tied to the proposed development site, as well as the existing poor sidewalk conditions surrounding much of the site, planning context for this site was also driven by necessary streetscape improvements according to the Urban Forest Plan as well as the Boston Complete Streets Guidelines, resulting in proposed street trees along widened sidewalks with landscape furnishing zones.

As per the precedents set by the evolving neighborhood fabric and street network surrounding this Proposed Project, the Community Commercial subdistrict within the Dorchester neighborhood has come to represent areas predominated by mixed-use, multi-family residential developments at heights above existing zoning regulations. Therefore, zoning relief is suggested for the exceedances related to FAR and height for this proposed development project.

### **URBAN DESIGN**

This project will be subject to ongoing design review as the project evolves to ensure consistency with proposed design intent. Proponent must return to the Planning Department to demonstrate the evolution of material choices and detailing prior to receiving a building permit. Particular attention shall be paid to thoughtfully integrating relieving joints into the overall design composition, and material choice and detailing at the inset balconies.

### **ARTICLE 80 REVIEW PROCESS**

On September 26, 2024, the Proponent filed an Application for Small Project Review with the BPDA for the Proposed Project, pursuant to Article 80E of the Code (the "Code"). The BPDA sponsored and held a virtual public meeting on October 28, 2024, via Zoom. The meeting was advertised in the local newspapers, posted on the BPDA website and a notification was emailed to all subscribers of the BPDA's



Dorchester neighborhood update list. The public comment period ended on November 4, 2024.

**MITIGATION AND COMMUNITY BENEFITS**

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

- Replacing an underutilized surface parking lot with a design-forward residential building and surrounding public realm that elevate both the streetscape and pedestrian experience, and fosters an abundance of various green space programming;
- Improving landscape and associated streetscape improvements along Boston Street and MDOT's Frontage Road, with new widened sidewalks that comply with Boston Complete Streets. A 3'-0" Furnishing Zone and 6'-0" Pedestrian Zone are proposed along Boston Street. A 4'-0" Furnishing Zone and 5'-0" Pedestrian Zone are proposed along Frontage Road. A Pedestrian Easement will need to be sought with the Public Improvement Commission for areas where the Pedestrian Zone occurs within the property line along Frontage Road. Furnishing Zones are proposed as permeable pavers and include short term bicycle parking racks.
- Further study is required to confirm the available sidewalk width around the existing streetlight control box, which is adjacent to a curb ramp. Proponent should relocate the control box if required to provide an accessible path of travel and the construction of ADA-accessible pedestrian ramp. Proponent should confirm proposed condition and resolve this item with Planning prior to submitting documents for approval by the Public Improvement Commission.
- Closing a large existing curb cut along Frontage Road at the southern extent of the Project Site and reducing another large existing curb cut along Frontage Road at the western extent of the Project Site, which results in the removal of approximately 52 linear feet of existing drive aisle and contributes to a better pedestrian experience in and around the Project Site.
- The introduction of 11 new street trees to mitigate urban heat island effect and to create robust tree canopies along Boston Street and MDOT's Frontage Road, with the installation of the proposed street trees, in coordination with

the Public Improvement Commission and/or Parks Department, to be completed before Certificate of Occupancy issuance for the Proposed Project. Further study is needed by the Proponent to confirm the feasibility of proposed street tree locations based upon the location of existing and proposed utilities. In the event that any of the proposed 11 street trees cannot be installed on site due to utility conflicts, that quantity of trees should be planted offsite, in the immediate neighborhood, as mitigation. Clarification of proposed street tree soil volume is outstanding.

Infrastructure to support new street trees should comply with Boston Complete Streets Design Guidelines at a minimum based upon the proposed planting condition. Root environment for street trees should strive to meet Complete Streets target soil volume recommendations (see page 60) which are based upon the industry standard for supporting establishment of healthy, mature tree canopy. Design should take into consideration the soil and water resources necessary to support healthy growing conditions. Mature tree canopy diameter should strive to match the on-center tree spacing to achieve a contiguous shade condition along the sidewalk.

- The Proponent offers to install a crosswalk as being a flat, painted crosswalk at the same level as and traversing Frontage Rd, shown in the Proposed Project's board hearing presentation labeled as "Proposed Non-Raised Crosswalk", to be reviewed and approved in coordination with BTM and MassDOT. If MassDOT grants a formal Access permit to the Proponent, Proponent will commit to installing the Crosswalk before the issuance of the Certification of Occupancy. MassDOT has sole discretion over whether the crosswalk is allowed to be installed. If MassDOT does not approve the crosswalk, nothing more will be asked of the Proponent as to this crosswalk.
- Before issuance of the Certification of Approval, the Proponent shall make a \$16,225 contribution to the Boston Transportation Department to support the bike share system;
- The introduction of a new restaurant and/or retail space that will serve as a public amenity to the surrounding community;
- The Proponent commits to equipping electric vehicle charging infrastructure at a rate of 25% installed, or three (3) charging stations, and the remaining parking spaces to be EV Ready for future installation;

- In support of the City’s green building and carbon neutral goals, the Proposed Project will incorporate Passive House design, a high efficiency building envelope, high efficiency windows, and airtight construction, within an all-electric building (excluding restaurant space);

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

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

**INCLUSIONARY DEVELOPMENT POLICY**

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 (the “IDP”), and is located within Zone B, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, eight (8) units, or approximately 13.5% of the total number of units within the Proposed Project, will be created as IDP rental units (the “IDP Units”) made available to households earning not more than 70% of the Area Median Income (“AMI”), as published by the BPDA and based upon data from the United States Department of Housing and Urban Development (“HUD”).

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

<b>Unit Number</b>	<b>Number of Bedrooms</b>	<b>Unit Size (Sq Ft)</b>	<b>Percentage of AMI</b>	<b>Rent</b>	<b>Group-2</b>
201	One-Bedroom	705	70%	\$1,621	
211	Studio	561	70%	\$1,383	
305	One-Bedroom	701	70%	\$1,621	Group-2A
307	Two-Bedroom	787	70%	\$1,837	
402	Studio	733	70%	\$1,383	
411	Studio	568	70%	\$1,383	
504	Studio	686	70%	\$1,383	

506	Studio	450	70%	\$1,383	
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The location of the IDP Units will be finalized in conjunction with BPDA and Mayor’s Office of Housing (“MOH”) staff and outlined in the Affordable Rental Housing Agreement and Restriction (“ARHAR”) and rents and income limits will be adjusted according to BPDA published maximum rents and income limits, as based on HUD AMIs, available at the time of the initial rental of the IDP Units. IDP Units must be comparable in size, design, and quality to the market-rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project.

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

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

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

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

**RECOMMENDATIONS**

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the

Director be authorized to: (1) issue a Certification of Approval for the Proposed Project; (2) execute and deliver an Affordable Rental Housing Agreement and Restriction (“ARHAR”) in connection with the Proposed Project; (3) enter into a Community Benefits Agreement in connection with the Proposed Project, and to take any other actions and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

**VOTED:** That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development at 101-109 Boston Street in the Dorchester neighborhood, proposed by Cobalt Development Partners LLC, (the “Proponent”), for the construction of a new, six (6) story, multifamily residential building of up to approximately 49,900 square feet of total Gross Floor Area, with up to fifty-nine (59) residential rental units, including eight (8) on-site IDP Units, associated residential indoor and outdoor amenity spaces, a ground floor restaurant/takeout restaurant and/or retail space of up to approximately 2,211 square feet, and up to ten (10) onsite vehicular garaged parking spaces (the “Proposed Project”), in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the BPDA; and

**FURTHER**

**VOTED:** That the Director be, and hereby is, authorized to execute and deliver an Affordable Rental Housing Agreement and Restriction for the creation of eight (8) Inclusionary Development Units in connection with the Proposed Project; and

**FURTHER**

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

# 101 Boston Street



1:300





# 101 Boston Street



1:300





**Boston Water and  
Sewer Commission**

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



October 25, 2024

Tyler Ross  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 101 Boston Street SPRA

Dear Tyler Ross:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the 101 Boston Street Project (the Project). The Project site is located in the Dorchester neighborhood of Boston. The Project consists of the construction of a new, six (6) story, multifamily residential building of up to approximately 49,000 square feet (sf) of total Gross Floor Area, with up to 59 units of residential housing, associated residential indoor and outdoor amenity spaces, a ground floor restaurant/takeout restaurant and/or retail space of up to approximately 2,211 sf, and up to ten (10) onsite parking spaces.

The Boston Water and Sewer Commission owns and maintains the water, sewer and drain lines serving the Project site. The Project site is served by 10-inch sanitary, and 10-inch storm drain sewers located on the Southeast Expressway Exit Ramp, as well as a 20-by-26-inch combined sewer on Boston Street.

Existing water service for domestic use and fire protection is supplied from Boston Street by a 12-inch southern low pit cast iron water main installed in 1896 and rehabilitated in 1986; by a 20-inch southern low pit cast iron water main installed in 1876 and rehabilitated in 1975; and by a 16-inch southern high pit cast iron water main installed in 1876 and rehabilitated in 1986; and on Everett Street by a 12-inch ductile iron cement lined water main installed in 1999.

The SPRA did not include any information regarding the water, sewer and storm drainage services serving the Project Site.

The Commission comments regarding the Project are provided below.

**General**

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. Prior to the initial phase of the site plan development, the Proponent 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 Project's development.
2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent'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.

3. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for retail, irrigation and air-conditioning make-up water for the Project.
4. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
6. If and where applicable, the design of the Project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes green spaces, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

### **Sewage/Drainage**

7. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are 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. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation 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 added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided with the Project site plan.



8. Grease traps will be required in any food service facility if included in the Project in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.
9. Sanitary sewage must be kept separate from stormwater at all times and separate sanitary sewer and storm drain service connections must be provided for the new buildings. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. The Commission requires that existing stormwater and sanitary sewer service connections, if any are to be re-used by the Project, be dye tested to confirm they are connected to the appropriate system.
10. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. 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 for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
11. The Proponent must fully investigate methods for infiltrating stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan must indicate how storm drainage from roof tops and other impervious surfaces will be managed. All projects at or above 100,000 square feet of floor area are required to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project.
12. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
13. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
  - 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.
  - 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 or treatment structures to be utilized during construction.
14. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Boston Harbor" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.



15. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

**Water**

16. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
17. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
18. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent 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 also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/as

cc: K. Ronan, Mass. Water Resources Authority via email  
P. Larocque, BWSC via email



<b>Case</b>	BOA1648030
<b>ZBA Submitted Date</b>	2024-08-29
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	2164 to 2168 Washington ST Roxbury 02119
<b>Parcel ID</b>	0802478000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood DUDLEY SQUARE EDA
<b>Zoning Article</b>	50
<b>Project Description</b>	Renovate the basement to become usable space.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive Parking or Loading Insufficient

**Planning Context:**

The Nubian Gallery site, adjacent to the Blair Lot, formally owned by Nubian Square Development LLC, is now owned by the Community Music Center of Boston, Inc. (“CMCB”). CMCB proposes to use the building to help transform the Nubian Square arts and culture district into a place where the creative community can work, create, and exhibit their talents.

The proposed project entails extensive renovations to the existing building, but there will be no dimensional changes made to the property. The project will also convert the basement into an occupied space for community gathering, practice, and studio space. The existing building is a three story rectangular building that was part of a contiguous street wall in the past, as evident by the lack of side wall windows. There is no parking on the property, however there is a large public two hour parking lot immediately adjacent to the property.

This is triggering this ZBA case due to the increased FAR with the basement now being included in this calculation. Surrounding context points to the appropriate fit of occupied basement spaces, as many of the neighboring properties look to have the same features.

**Zoning Analysis:**

This proposed project is triggering two violations. The first is in regards to FAR. The zoning for this area has a max FAR of 2.0. The proposed project has an FAR of 2.3. However, this project



is making no changes to the dimensions or massing of the building, instead, the basement is now just being included in this calculation. As the building was in use beforehand as an arts center and there are no dimensional changes being made to the project, it is evident this proposal fits in with the neighborhood fabric.

The second violation is in regards to parking. As the basement is now an occupied space it increases the parking ratio under the zoning code. However, BTM parking guidelines state that this area may have a parking ratio as little as 0 spaces per unit. As this project is adding no new parking, it is helping to achieve these goals. Adding any parking to the existing plans would create a worse overall site or require demolition of the existing building, which is counter to planning goals.

**Recommendation:**

In reference to BOA1648030, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1653182
<b>ZBA Submitted Date</b>	2024-09-17
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	59 Worcester ST Roxbury 02118
<b>Parcel ID</b>	0900554000
<b>Zoning District &amp; Subdistrict</b>	South End Neighborhood MFR
<b>Zoning Article</b>	64
<b>Project Description</b>	Convert existing two-unit dwelling to five residential units, including a four-story rear addition for porches and fire egress.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	FAR Excessive Side Yard Insufficient Rear Yard Insufficient Parking design and maneuverability Roof Structure Restrictions Parking or Loading Insufficient Town/Rowhouse Extension into Rear Use: Forbidden (Basement Units)

**Planning Context:**

This site is within the South End Landmark District, located two blocks from Massachusetts Avenue, and within 1/2 mile of the Massachusetts Ave Orange Line Station. The existing building is a row house, on a block with a consistent row house typology.

The building currently has one basement studio unit and one residential unit on the first through fourth floors. Each floor of the building today has its own bedroom, bathroom, and kitchen. The proposal represents a formalization of an existing condition, where each floor of the building could operate as a standalone residential unit, but presents an opportunity to renovate and update the quality of each unit.

Many of the row houses on this block and within the broader context have rear yard additions in order to add porches for each unit and increase usable open space for residents. The proposal does not include substantial changes to the front facade of the building, but does incorporate



new windows and railings, which necessitates review by the South End Landmarks Commission.

**Zoning Analysis:**

The proposal is cited for several existing nonconformities, including excessive FAR, insufficient side yard, and forbidden basement units. The existing FAR is not indicated on the provided plans, nor in the refusal letter from ISD, but any increase in FAR is due to converting mechanical space in the basement to livable space for the basement studio unit. The proposed open-air porch additions are not included in the calculation for FAR. There are no side yard requirements in an MFR subdistrict pursuant to Article 64, so this violation is an error in the refusal letter. The existing building includes a basement studio unit, and the proposed project maintains this unit, while renovating and updating it. Pursuant to Section 64-8, basement dwelling units are forbidden in the South End Neighborhood District. The site sits within the Coastal Flood Resilience Overlay District, but is not subject to the regulations of Article 25A. However, given the base flood elevation of 18' in this area and that basement units are forbidden, any proposed project here should not incorporate a basement unit with living area below the Sea Level Rise Design Flood Elevation.

The project is cited for insufficient rear yard; the minimum required rear yard is 20'. It is unclear from the plans and the refusal letter what the existing and proposed rear yard measurement is. However, the proposed ~14' rear yard addition for the porches is consistent with the neighboring properties. The project is also cited for a town house/row house extension into the rear yard pursuant to Section 64-9. This provision states that if a project meets the use and dimensional requirements of Article 64, then the addition of porches or balconies above the first story are conditional.

The project is also cited for parking design and maneuverability and insufficient off-street parking. The project proposed three off-street parking spaces, but 3.5 are required for these five residential units. Two of the proposed spaces are tandem spaces, while the third is a standard space. Should the project include a fourth parking space, it would necessitate removing the improved fire access staircase and rear porches that provide improved usable open space.

Finally, the project is cited for proposing a dormer in a restricted roof structure district. However, the stamped plans indicate that the dormer is no longer proposed, at the request of the South End Landmarks Commission. This violation should no longer be included in the refusal letter.



Plans reviewed are titled "59 Worcester Street Apartments", dated October 24, 2024, and prepared by Guzman Architects LLC.

**Recommendation:**

In reference to BOA1653182, The Planning Department recommends DENIAL WITHOUT PREJUDICE. While the general scope of the project is appropriate, the proponent should consider a project that does not include a basement unit with living area below the Sea Level Rise Design Flood Elevation.

Reviewed,

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

Deputy Director of Zoning





<b>Case</b>	BOA1661327
<b>ZBA Submitted Date</b>	2024-10-11
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	26 Wabon ST Dorchester 02121
<b>Parcel ID</b>	1202085000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-5000
<b>Zoning Article</b>	50
<b>Project Description</b>	Convert a one unit dwelling into a two unit dwelling, with associated internal renovations. There will also be a new deck built with stairs on the third floor.
<b>Relief Type</b>	Variance
<b>Violations</b>	Lot Area Insufficient Side Yard Insufficient Parking design and maneuverability

**Planning Context:**

The proposed project would convert an existing one unit dwelling into a two unit building, as well as the addition of a new deck and stairs to the third floor. The project sits on a lot that is of a similar size to what is typical in the neighborhood. There is an abundance of one and two family homes with tandem parking and outdoor deck space. The proposed project adheres to the design characteristics of its neighbors.

The proposed project fits in with neighborhood zoning use context as the area is zoned for up to three family buildings and this project is below that maximum.

**Zoning Analysis:**

The proposed project triggers three violations. The insufficient side yard is an already existing violation that is a pre-existing nonconformity that the new project is triggering due to new construction. The existing building has a 3.2 foot side yard setback, while the zoning requires a 10 foot side yard setback. However, this side yard is not being impacted by the proposed project.

The second violation is insufficient maneuverability for parking. The property has an existing two spot tandem parking lane on the left hand side of the property, which is very common in the



area. The existing driveway is not being impacted by the proposed project and no changes are being made, but two units sharing this tandem parking triggers the violation.

The final violation is insufficient additional lot area per unit. The lot is 4,300 square feet and the zoning district requires 5,000 square feet for one or two unit buildings. However, this points to a disconnect between the code and the built reality of the neighborhood. The proposed project is a two family building in an area zoned for three family buildings. The lot is also typical of the lot sizes for this area. The lot area requirement could prevent any proponent from building any sort of residence on any lot in the area without relief. This points to the need for zoning reform to align dimensional requirements, including reducing or eliminating lot size minimums, to align with existing context.

**Recommendation:**

In reference to BOA1661327, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1658677
<b>ZBA Submitted Date</b>	2024-10-02
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	55 to 57 River ST Mattapan 02126
<b>Parcel ID</b>	1703779000
<b>Zoning District &amp; Subdistrict</b>	Dorchester Neighborhood 2F-6000
<b>Zoning Article</b>	65
<b>Project Description</b>	Change of occupancy from a two unit dwelling to a four unit multifamily building with garage parking, as per plans. Scope includes partial demolition of existing dwelling and the erection of a 3-story addition at the rear to accommodate 12 additional units with balconies. The existing building will also receive an addition of new front facing dormers. Life safety upgrades included.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking design and maneuverability Parking or Loading Insufficient FAR Excessive Height Excessive (stories) Front Yard Insufficient Side Yard Insufficient Rear Yard Insufficient Use: forbidden (multi-family dwelling)

**Planning Context:**

This proponent seeks to demolish the rear of their existing three-story, two-unit dwelling to build a three-story rear addition of twelve additional dwelling units. This will increase the occupancy of this property to fourteen units. The rear additional units will include balconies. The front of the existing structure will be altered to add new front-facing dormers. The rear addition will also include an internal garage on the ground floor that will hold 15 parking spaces, while the upper two floors will hold the additional dwelling units.

This property is located on a large parcel of 10,129 sq ft. It abuts two properties along its western and eastern side lots that are about the same size or larger. The western abutting property holds a single family home while the eastern abutting property holds five structures that are each four-story condominiums. This property is on the northern side of River Street and is



across the street from several properties on large parcels of similar size, including an apartment building and a gas station. This segment and nearby blocks of River Street has a mix of predominantly multifamily residential and commercial uses, which includes a large grocery store and several smaller active uses within close proximity.

This property holds the existing three-story, two-unit structure and has a small rear garage with a paved driveway area leading to that garage. The rear garage will be demolished in addition to the rear section of the existing main structure. The property is also surrounded by taller, mature trees that further establishes a barrier between it and abutting properties. Due to the scale of the proposed addition, attention should be paid by way of design review to how to mitigate or prevent the potential loss of mature trees in this area, especially considering the reduction in usable open space.

The rear addition will also decrease the existing side and rear yard depths significantly to accommodate the scale of the proposed dwelling unit and parking uses. The abutting property along the eastern side yard has a small fence between the properties while the abutting property along the western side yard has a barrier of a couple mature trees. Design review should include consideration of reducing the massing of this rear addition to provide more side yard and rear yard space for near these abutting properties, which could also provide more usable open space for future tenants. This adjustment may require adjustments to the scale of land use, including reduction in number of total units as well as reduction in number of parking spaces in the ground floor garage.

The proposal of multifamily housing within this area and the use of the large parcel on this property for that scale of land use aligns with how other nearby properties accommodate multifamily housing in scale. The proposed height is also fitting within the diverse range of two-, three-, and four-story residential buildings that can be found throughout River Street.

The proposal to maintain the front portion of the existing structure and to add a rear addition of housing at the same height as the existing structure both preserves the public realm condition of the existing home while accommodating housing opportunity at a height that keeps with local form. Further design review will be needed due to part of the rear addition being slightly taller than the existing structure and thus visible from the public realm. Further design review would also help make the addition appear more cohesive in design with the existing structure. As a property within the Neighborhood Design Overlay District, this property would also need design



review because it is changing the overall roof shape of the structure with parts of the rear addition and creating an addition to the building that is over 300 sq ft.

River Street has multiple bus stops within less than a 10 minute walk that offers access to different bus routes. This property is also within a five minute walking distance of the Central Ave station which provides access to the MBTA Mattapan Trolley. As such, this proximity to public transit resources diminishes the need for parking spaces in the broader area. The proponent includes 15 parking spaces in service of the 14 dwelling units, which would accommodate a vehicle per household without further committing space to parking infrastructure. Additionally, this number of parking spaces proposed per unit is slightly above the maximum recommended by the Boston Transportation Department for residential properties in this part of Boston, which is 1.0 parking spaces per unit. Therefore, the proposed number meets parking need while not creating excessive space committed to parking.

Further review of the parking garage design is needed to ensure safe maneuverability of vehicles in that ground level parking area. In particular, the Planning Department's Transportation team identified the need to provide at least a six foot clearance of space to access the stairwells from the garage that is currently obstructed in the proposed parking design. Design review for this parking garage area may include reducing the number of parking spaces or rearranging the proposed number of spaces to better accommodate access to those stairwells and overall maneuverability for vehicles to enter and exit the parking spaces.

The proposal of four total dwelling units on this lot triggers the provisions of the Inclusionary Development Policy, which is effective for projects proposing 10 or more dwelling units and that sought out zoning relief prior to October 1, 2024. As such, the proponent will need to be issued a housing agreement prior to issuing permits if the proposed number of dwelling units remains.

### **Zoning Analysis:**

This proposal has received eight violations specific to land use standards (multi-family dwelling use, off-street parking use), design standards (parking design), lot standards (front yard, side yard, and rear yard), and building standards (floor area ratio and building height in stories).

A multi-family dwelling use is forbidden within the 2F-6000 subdistrict, but as noted within the Planning Context this proposed use is appropriate and common within this surrounding area (Art. 65, Sec. 8). Additionally, this zoning district requires a ratio of 1.5 parking spaces per



dwelling unit (Art. 65, Sec. 41). However, the proposed number of parking spaces is appropriate when taking into consideration the close proximity of this property to public transit options and the guidance on maximum parking ratio set by the Boston Transportation Department.

The proposed project has an excessive floor area ratio and an insufficient side yard and rear yard depth that are a result of the scale of the rear addition (Art. 65, Sec. 9). The proposed scale balances the density necessary to accommodate a multifamily use like similar properties within the area while also remaining at a similar height as the existing three-story structure and below the height of some nearby structures. This scale is mostly appropriate and indicates a need for zoning reform to include an alternative to measuring building massing that takes into account multifamily uses. As mentioned in the Planning Context, it is recommended that design review is performed to take into account ways the rear and side yards can be reduced to better provide space between abutting properties and protect or increase existing usable open space which includes some mature trees.

The proposed height of the rear addition is slightly taller than that of the existing structure but retains a three-story condition. The three-story height of the existing structure and the proposed height of the rear structure both exceed the height maximum of two and half stories in this subdistrict (Art. 65, Sec. 9). As mentioned in the Planning Context, there are similarly tall and taller properties within the surrounding area on River Street that further affirms this as a common height condition. Additionally, the front yard depth is not changing with the rear addition and thus the insufficient front yard depth is an existing non-conformity (Art. 65, Sec. 9). These violations indicate a need for zoning reform that can both affirm existing heights and setbacks like that of the existing structure and affirm the heights of other nearby properties that are taller and accommodate a similar multifamily use.

Lastly, the proposed ground floor parking garage and overall parking design does not offer a suitable maneuverability for vehicles or access to internal stairwells (Art. 65, Sec. 41.5). As mentioned in the Planning Context, reductions in the number of parking spaces or a rearrangement of the proposed spaces would potentially improve the design and maneuverability of this ground floor garage space.

Site plan completed by Otte & Dwyer, Inc. Land Surveyors on June 26, 2024. Project plans completed by Mark Schryer on August 22, 2024.

**Recommendation:**

BOA1658677  
2025-03-04  
4 Planning Department



In reference to BOA1658677, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to reductions in the rear and side yard to accommodate more usable open space, clarity on a plan to protect or mitigate the loss of surrounding mature trees, and redesign of the ground floor parking garage to improve maneuverability -- all of which may require a reduction in number of units and/or number of parking spaces. Also, a housing agreement must be issued prior to issuing permits .

Reviewed,

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

Deputy Director of Zoning



<b>Case</b>	BOA1663367
<b>ZBA Submitted Date</b>	2024-10-18
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	50 Bradlee ST Hyde Park 02136
<b>Parcel ID</b>	1807875000
<b>Zoning District &amp; Subdistrict</b>	Hyde Park Neighborhood 1F-6000
<b>Zoning Article</b>	69
<b>Project Description</b>	Divide the existing lot into two lots and construct a new two-unit structure on the newly-created lot with four additional parking spaces.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	Lot Area Insufficient Lot Width Insufficient Lot Frontage Insufficient FAR Excessive Usable Open Space Insufficient Side Yard Insufficient Use: Forbidden (Two-Family Residential)

**Planning Context:**

The proposed project intends to subdivide an existing 12,480 SF lot into two smaller parcels, measuring 7,238 SF and 5,242 SF. The larger of the two subdivided lots would contain the existing single-unit structure and four existing parking spaces. The existing lot is approximately twice the width, at 100 feet, of the surrounding lots in the neighborhood. While the proposed project would align better with the neighborhood character if the parcel was to be divided in half, the location of the existing building nearer to the center of the lot limits this possibility.

There are no recent local planning initiatives that cover the proposed project site. Neighborhood context provides the planning context for this recommendation. The neighborhood surrounding the proposed parcel is characterized by one- to two-unit dwellings ranging in height from 1.5 to 2.5 stories. The proposed project includes the construction of a new two-dwelling structure at 2.5 stories in height.





The area of Hyde Park in which the proposed project is located is approximately 1/3 mile walk to Hyde Park Avenue, with several bus options and commercial services, including a grocery store. Given the total number of units (3) across the two sites and the proximity to transit, it is recommended that the proponent reduce the number of vehicle spaces proposed by the project. If possible, the parking should be reduced to the existing number of spaces (4), with a shared drive aisle and curb cut across the two properties to limit the number of curb cuts across the lot frontage. Reduced parking aligns with City goals of minimizing reliance on single occupancy vehicles as well as the urban design goals of increased permeable area. A reduction in parking will increase the permeable area of the lot and retain the neighborhood character of significant green space

### **Zoning Analysis:**

The proposed project can be divided into three parts for the zoning analysis: 1) lot subdivision, 2) two-unit dwelling construction, and 3) proposed parking area.

The lot subdivision component has three associated violations: Lot Area Insufficient, Lot Width Insufficient, and Lot Frontage Insufficient. As noted in the planning context section, the existing parcel is of sufficient size to adequately subdivide into two zoning compliant parcels, similar to the surrounding neighborhood parcels. However, the location of the existing single-unit structure about 1/3 of the width of the current lot restricts this possibility. The proposed subdivision responds to this condition as efficiently as possible. This subdivision allows for the creation of additional housing stock on an individual parcel while retaining an existing structure, aligned with City policy.

The construction of the two-unit dwelling has three associated violations: FAR Excessive, Usable Open Space Insufficient, and Use: Forbidden (2F). While the FAR of 0.66 goes beyond the zoning regulation of 0.5, the height and floor plate of the proposed structure are contextual with the surrounding neighborhood.

The Side Yard Insufficient violation, while also related to the construction of the two-unit dwelling, is a dimension derived from the drive aisle width for the newly proposed parking area. Per Article 69, the required side yard depth for this zoning subdistrict is ten feet per side. Side yard violations are common in the neighborhood; the property to the south has only an eight foot side yard abutting the proposed new lot. However, it is possible for the proponent to increase the side yard abutting the property to the south, presently measuring five feet, and reduce the



distance between the two jointly held properties - presently 14 feet. Proponent should consider a reconfiguration of the parking to either close this curb cut and remove the easement and drive aisle, or a tightening of this drive aisle and curb cut and a removal of the curb cut and parking from the existing building.

**Recommendation:**

In reference to BOA1663367, The Planning Department recommends DENIAL WITHOUT PREJUDICE. While the proposed use and dimensions of the project are appropriate, the proponent should consider a project that reduces the number and layout of parking spaces to preserve yard space and reduce the impact of parking on the urban design of the area.

Reviewed,

A handwritten signature in cursive script, reading "Kathleen Onufra".

Deputy Director of Zoning



<b>Case</b>	BOA1685352
<b>ZBA Submitted Date</b>	2025-01-22
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	4471 Washington ST Roslindale 02131
<b>Parcel ID</b>	2000498000
<b>Zoning District &amp; Subdistrict</b>	Roslindale Neighborhood 2F-5000
<b>Zoning Article</b>	67
<b>Project Description</b>	Erect a new residential building with eight units and four parking spaces.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient FAR Excessive Height Excessive (stories) Usable Open Space Insufficient Rear Yard Insufficient Additional Lot Area Insufficient Forbidden use (multifamily)

**Planning Context:**

The proposed project is to infill a vacant lot in a 2F-5000 subdistrict in Roslindale. The lot is within the proposed Roslindale Squares + Streets rezoning area. For this portion of Washington Street, the Roslindale Squares + Streets Plan, approved in February 2025, recommends "[m]ixed-use gateways located at existing commercial clusters around the Square," and more specifically provides that "small-to-medium scale housing options" are an appropriate option for built form. This proposal provides an example of this type of housing.

On balance, this project is an example of contextual infill housing that resembles existing neighborhood fabric. This is a good example of projects that fit within the range of outcomes planned for as part Squares + Streets. Given the appropriateness of projects at this scale and beyond, future zoning reform should continue identifying locations where Squares + Streets districts can be mapped.



**Zoning Analysis:**

Per Article 67, Table F, two parking spaces per unit are required for residential uses. A total of 4 parking spaces, averaging out to 0.5 spaces per unit are being proposed, which would be a violation. With good access to the 34, 34E, and 70 buses, and 0.7 miles walking distance to the Roslindale Village commuter rail station, parking at less than 1 space per unit is appropriate. Under any Squares + Streets zoning district, no parking would be required. Relief is appropriate.

Per Article 67, Table C, the minimum lot area required for uses other than a 1F or 2F residential dwelling in a 2F-5000 subdistrict is 8,000 square feet. This lot is 6,500 square feet, which is insufficient. Additionally, 1,750 square feet of usable open space are required per unit, which would require 14,000 square feet of open space, which is more than twice the size of the lot. These restrictions on minimum lot size and required open space are effectively a replication of a prohibition on uses other than one-family or two-family dwellings. While the exact amount of open space is not shown on the plans, it is likely approximately 2,000 square feet of permeable space on the ground, with additional space via three porches, which exceeds many neighboring properties. Relief is appropriate.

Per Article 67, Table C, the maximum FAR in a 2F-5000 is 0.5, the maximum number of stories is 2.5, and the required rear yard is 40 feet. With a project area of 9853 square feet, the FAR on this would be approximately 1.5, which would be a violation, the project proposes 3 stories, which would also be a violation, and the rear yard would be a violation at 20 feet. Many buildings on this block have an FAR well above 0.5, heights at 3 stories, and rear yards smaller than 40 feet, meaning this zoning's FAR and story limit does not even represent existing conditions. Relief is appropriate.

Per Article 67, Table B, residential uses larger than two-family are disallowed. This proposes eight units, and so would be a violation. Multifamily and mixed-use properties can be found widely not only abutting but up and down Washington St, and this use restriction is highly restrictive relative to existing conditions. As noted in the planning context, the Roslindale Squares + Streets plan specifically envisions multifamily use as an appropriate use for this area. Relief is appropriate.

As a project proposed in January 2025 and over seven units, this is subject to Article 79, Boston's inclusionary zoning, which went into effect in October 2024. The proponent needs to



secure an affordable housing agreement with the Mayor's Office of Housing memorializing proponent's obligations under Article 79.

**Recommendation:**

In reference to BOA1685352, The Planning Department recommends APPROVAL WITH PROVISIO/S: that a housing agreement be issued prior to issuing permits.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1564330
<b>ZBA Submitted Date</b>	2024-01-22
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	296 Summit AV Brighton 02135
<b>Parcel ID</b>	2101720000
<b>Zoning District &amp; Subdistrict</b>	Allston/Brighton Neighborhood 3F-4000
<b>Zoning Article</b>	51
<b>Project Description</b>	Add basement dwelling unit and surface parking to an existing three-unit building.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	Limitation of Area for accessory use (parking) Rear Yard Insufficient Usable Open Space Insufficient Additional Lot Area Insufficient FAR Excessive Parking design and maneuverability Use: Forbidden (MFR) Use: Forbidden (Accessory Parking) Number of Habitable Stories Exceeded

**Planning Context:**

The proposed project is located in a Medium Density residential neighborhood in Brighton. The proposed project is located on a block with a mix of single-unit and three-unit dwellings. This project intends to make no changes to the exterior dimensions of the structure. Exterior alterations are limited to changes to window openings and egress/ingress to improve the habitability of the proposed basement unit. The Allston-Brighton Needs Assessment recognizes the need for improved housing stock in the Allston-Brighton Neighborhood, including units with multiple bedrooms to meet the needs of families. The proposed project updates existing housing stock to meet the needs identified in this Assessment. The proposed project created an Accessory Dwelling Unit (ADU) in the basement of the existing building. Adequate safety improvements are proposed, including ingress and egress and window access, to permit an ADU on site.

**Zoning Analysis:**



The dimensional violations for the proposed project, FAR Excessive and Rear Yard Insufficient, persist from the existing condition, given that no exterior changes are being made that affect the massing of the structure. The proposed project adds a new unit to the basement of the building, converting the existing structure from a three-unit dwelling to a four-unit (multifamily) dwelling. While the number of habitable stories is increasing, the height and character of the building remain unchanged and contextual with the surroundings.

The proposed project contains three violations with respect to the parking area: Limitation of Area for accessory use (parking), Parking design and maneuverability, and Use: Forbidden (Accessory Parking). Ten spaces are proposed on site. The proposed spaces formalize an existing condition in which the entire lot area is paved. The proposed project is located near several public transit options, approximately 1/4 mile from the Washington MBTA Green Line Stop. While the Zoning Code sets minimums for parking, BTD has established parking maximums that are used as guidelines. The intent of using parking maximums in lieu of minimums is to reduce reliance on single occupancy vehicles in an area with rich transit options and walkable neighborhoods. Per Article 51, Table J, the minimum number of parking spaces for a project of this type is 1.75 spaces/dwelling unit, totaling seven spaces. The BTD guidelines recommend only 1.0 spaces/dwelling unit. It is recommended that the proponent reduce the number of spaces to align with the parking maximums as opposed to the parking minimums. Such change would also improve the parking maneuverability from the proposed condition. This change would also improve the usable open space condition on the site. At present, there is no usable open space on the ground plane of the lot, a violation impacted by the oversupply of parking.

**Recommendation:**

In reference to BOA1564330, The Planning Department recommends DENIAL WITHOUT PREJUDICE. While the addition of another unit is appropriate, the proponent should consider a project that redesigns the proposed parking layout with no more than one space per dwelling unit in order to increase usable open space for residents.



Planning Department

**CITY of BOSTON**

Reviewed,

*Kathleen Onuf*

Deputy Director of Zoning





<b>Case</b>	BOA1663313
<b>ZBA Submitted Date</b>	2024-10-18
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	546 E Broadway South Boston 02127
<b>Parcel ID</b>	0603001000 and 0602991000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR/LS
<b>Zoning Article</b>	68
<b>Project Description</b>	This proposal seeks to combine parcels 0603001000 (existing commercial building) & 0602991000 (existing parking lot) to create a 13,575 sq ft parcel. Additionally the proposal includes the conversion of the existing three-story commercial building into seven dwelling units with a four-story rear addition, an complete interior renovation, and maintains parcel 0602991000 as a parking lot to include 14 spaces.
<b>Relief Type</b>	Variance
<b>Violations</b>	Height Excessive (ft) Roof Structure Restrictions

**Planning Context:**

546 E Broadway ST is located in Boston's South Boston neighborhood. The current structure is a three-story, detached, mixed-use building. E Broadway has a range of building types and is characterized by similar larger detached mixed use buildings, single story commercial buildings, the South Boston District Courthouse, and three & four- story row houses.

This proposal seeks to combine parcels 0603001000 (10,535 sq ft) the existing commercial building & 0602991000 (2,992 sq ft) an existing parking lot. The total parcel size for this project is 13,527 sq ft making it one of the largest parcels in the area. Additionally, the proposal includes the conversion of an existing three-story commercial building into seven dwelling units by adding a four-story rear addition on the existing property. Parcel 0602991000, will remain a parking lot to accommodate a total of 14 parking spots. It should be noted that although the proposed project would produce a taller building than most on E Broadway, there is a precedent for the height, as the abutting property (540 E Broadway) is a similar height and scale.



**Zoning Analysis:**

The project was cited for two dimensional violations (roof structure restrictions and building height (ft)). The property is located in the MFR/ LS subdistrict of the South Boston Neighborhood District (Article 68). In the MFR/LS district a maximum building height of 35 feet is permitted (Table D). However, the proposal includes the extension of a preexisting nonconformity, taking the original building height of 39 feet to 59.3 feet. Although this height would be considered one of the taller buildings in the area, it is still contextual with a number of buildings in the neighborhood including the property next door (540 E Broadway) as mentioned i . The second violation pertains to roof structure restrictions (Article 68 Section 29). This violation was cited because the proposed rear extension (specifically proposed unit #5) is going to be constructed on top of the existing structure. In this case, as stated in section 68-29, unless after public notice and hearing and subject to Sections 6-2, 6-3, and 6-4, the Board of Appeal should consider whether such roof structure has the potential of damaging the uniformity of height or architectural character of the immediate vicinity. A recommendation for design review can help ensure architectural character.

**Recommendation:**

In reference to BOA1663313, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design review with attention to the visibility of the top floor.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1685231
<b>ZBA Submitted Date</b>	2025-01-22
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	368 to 372 W Broadway South Boston 02127
<b>Parcel ID</b>	0601162000
<b>Zoning District &amp; Subdistrict</b>	South Boston Neighborhood MFR/LS
<b>Zoning Article</b>	68
<b>Project Description</b>	Change use to include a community center in an existing commercial building.
<b>Relief Type</b>	Variance, Conditional Use
<b>Violations</b>	Parking or Loading Insufficient Nonconforming Use Change Use: Conditional (Community Center)

**Planning Context:**

The proposed project seeks to change the use of an existing commercial building at 368-372 W Broadway to include a community center. 368-372 W Broadway is a four-story commercial building that contains a mix of commercial uses such as a dental office, a real estate office, and a credit union. The largest use belongs to the South Boston Lithuanian Citizens Association who offers a restaurant and multiple function rooms for rent. This change would allow the South Boston Lithuanian Citizens Association to open a community center with a meeting hall on the fourth floor of the building.

This area of W Broadway consists of a mix of commercial and mixed-use buildings and is easily accessible by the MBTA 9 bus. Commercial uses include a law firm, dental offices, clothing stores, opticians, and restaurants.

This project would allow the South Boston Lithuanian Citizens Association to expand their operations and continue to create a community space in South Boston for the Lithuanian-America community.

**Zoning Analysis:**

The refusal letter states a total of three violations: insufficient parking, nonconforming use change, and a conditional use for the community center. This area is currently zoned as MFR/LS where community centers are a conditional use and would require 1 space per 1,000



square feet of gross floor area. This project plans to add a community center with zero parking spaces.

Regarding parking, the minimum parking ratio for the community center requires 1 space per 1,000 square feet of gross floor area. However, the site currently has no off-street parking spaces and proposes none as part of this project. This is a case for zoning reform to address the discrepancy between the parking requirement and necessity. This site is well-served by public transit as it is located just 150 feet from a bus stop for MBTA 9 bus route and 0.6 miles from Broadway Station.

The last two violations are in regards to use regulations. Under Article 68, MFR/LS subdistrict, a community center is a conditional use. The previous use, a function room available for rent, was an accessory use that was also conditional. This causes the violation because an existing nonconforming use is being changed to another nonconforming use to accommodate the community center. However, since nonconforming uses are allowed under Article 9, it is recommended that this change is allowed because it would create an additional gathering space for the Lithuanian-American community without causing any negative impacts to this area of South Boston. Article 6 notes that a conditional use permit can be granted if the following conditions are met: a) such substitute nonconforming use will not be more objectionable nor more detrimental to the neighborhood, b) use will not adversely affect the neighborhood, c) there will be no serious hazard to vehicles or pedestrians from the use, d) no nuisances will be created and e) adequate and appropriate facilities will be provided for the proper operation of the use. A conditional use permit should also be granted for the community center to support the diversity in community gathering spaces and because this meets the criteria for a conditional use permit as it will not negatively affect the neighborhood and the appropriate facilities, such as restrooms, will be created as part of the creation of the community center.

The plans reviewed are titled ALT1672323 Z.R. decision letter updated at request of attorney with BOA hearing plan set attached 2.3.25 and were prepared by Dana Vaiciulionis Architect, LLC. They are dated November 19, 2024.

**Recommendation:**

In reference to BOA1685231, The Planning Department recommends APPROVAL.



Planning Department

**CITY of BOSTON**

Reviewed,

*Kathleen Onuf*

Deputy Director of Zoning



<b>Case</b>	BOA1680062
<b>ZBA Submitted Date</b>	2024-12-24
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	83 Wildwood ST Mattapan 02126
<b>Parcel ID</b>	1403923000
<b>Zoning District &amp; Subdistrict</b>	Greater Mattapan Neighborhood R2
<b>Zoning Article</b>	60
<b>Project Description</b>	Develop a new nine unit, all-affordable residential building through the Weclome Home Boston program.
<b>Relief Type</b>	Variance
<b>Violations</b>	Lot Coverage Excessive Insufficient Permeable Lot Forbidden Use

**Planning Context:**

The proposal would be a full ground up construction of a new fully affordable nine-unit three-story building. The building will be designed in a similar typology of the surrounding context just larger in scale in order to accommodate nine units. The existing lot is presently vacant with grass and some trees along the south of the site. This project would be part of the Mayor's Office of Housing's Welcome Home Boston initiative. Welcome Home is an allocation of funding from the city to fast track new affordable homes across the city. Sites were picked for this funding with this site being part of Phase 2 for development. Development teams were selected and praised by community members. There was first an initial meeting with the community to help build an RFP, after the RFP went out the applicants spoke with the community in larger meetings at least three times to select the work envisioned on the site.

The site is located in the geography of the recently passed PLAN: Mattapan, April 2023 and was rezoned in January 2024 to implement the planning recommendations. The plan emphasized the need for more affordable housing to be developed specifically by MOH in city owned parcels like the one in this proposal. Specifically in Section 6.3 which gives implementations for MOH stating "enable appropriate infill on abutter and city-owned lots". Development from MOH is designed based on communication with the community to eliminate detrimental impact to the neighborhood while providing the outlined requests and needs written into the contextual



neighborhood plan. Providing nine new affordable units adds to the city's current collection of affordable housing instead of a limited number of three units as the zoning would permit. This would also make the development more financially feasible.

**Zoning Analysis:**

The proposal has three violations; excessive lot coverage, insufficient permeable lot area and forbidden multi-family use. The maximum lot coverage is 30% while the proposed amount is 40%. The permeable lot area minimum is 25% while the proposed amount is 21%. In the R2 subdistrict a lot can only contain up to three units but the proposed will be nine. These numbers are all to meet the goals of providing fully affordable homes. The city lot this will be developed on is larger than the surrounding parcels in the area. The Welcome Home Initiative and PLAN: Mattapan directly call for a project like this and give the opportunity for a larger development with higher density to allow for new affordable housing. While this area adopted updated zoning targeted at infill and ADUs, further zoning reform to allow for small multi-family affordable housing projects like this one is needed.

"83 Wildwood Street" Drawn by ABACUS Architects and Planners DATED December 7 2024.

**Recommendation:**

In reference to BOA1680062, The Planning Department recommends APPROVAL W/PROVISO that plans be submitted to the Planning Department for design review.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Oruta".

Deputy Director of Zoning

February 13, 2025

**MEMORANDUM**

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

**FROM:** CASEY HINES, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT REVIEW  
NUPOOR MONANI, SENIOR DEPUTY DIRECTOR OF DEVELOPMENT  
REVIEW  
MEGHAN RICHARD, SENIOR URBAN DESIGNER  
JOHN STUART FISHBACK, SENIOR LANDSCAPE ARCHITECT II  
JAMES FITZGERALD, DEPUTY DIRECTOR OF TRANSPORTATION  
PLANNING  
HARSHIKA BISHT, SENIOR SUSTAINABLE DESIGN REVIEWER  
FORD DELVECCHIO, ZONING COMPLIANCE REVIEWER  
MAX HOUGHTON, POLICY SPECIALIST  
CAMILLE PLATT, PROJECT MANAGER

**SUBJECT:** 639-643H Warren Street, Roxbury

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Large Project Review of the City of Boston Zoning Code (the “Zoning Code”) for the 639-643H Warren Street project (the “Proposed Project”, defined below) in the Roxbury neighborhood of Boston; (2) issue a Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process; (3) Adopt the attached resolution entitled "RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY RE: MINOR MODIFICATION TO THE WASHINGTON PARK URBAN RENEWAL PLAN, PROJECT NO. MASS. R-24, WITH RESPECT TO PARCEL F-5;" (4) enter into a new Land Disposition Agreement (“LDA”) governing this site; (5) enter into a Cooperation Agreement in connection with the Proposed Project; (6) take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.



**PROJECT SITE**

The project site consists of two (2) parcels of currently vacant land of approximately 32,760 total square feet, including 639-643H Warren Street at approximately 8,600 square feet, and 0 Crawford Street at approximately 24,160 square feet located in the Roxbury neighborhood of Boston (the "Project Site" or "Site"). The Project Site has been vacant for at least 50 years, stretching back to the Washington Park Urban Renewal project in the late 1960s.

The Site is located in close proximity to the Grove Hall commercial center and is a short walk from the open space and trails of Franklin Park. The Site is bounded by Crawford Street to the north, Warren Street to the east, Georgia Street and the US Post Office to the south, and 10-14 Crawford Street, a privately owned vacant parcel, to the east.

The Site also is nearby to multiple MBTA bus lines and directly abuts a covered bus stop on Warren Street at Crawford Street. Situated merely a half a mile from the Four Corners/Geneva station of the Fairmount commuter rail line, and less than a mile and a half from the Stony Brook station of the MBTA's Orange Line subway, the Site provides nearby transit access ripe for transit-oriented development.

**DEVELOPMENT TEAM**

The Project Team consists of the following entities:

Proponent:	639 Warren Street LLC c/o Madison Park Development Corporation 184 Dudley Street #200 Roxbury, MA 02119 Intiya Ambrogi-Isaza; Josh McLinden
Legal Counsel/Outreach:	McDermott Quilty Miller & Hanley LLP 28 State Street, Suite 802 Boston, MA 02109 Joseph Hanley, Esq. - Partner Nicholas Zozula, Esq. - Partner

Architect:	Studio Luz Architects, Ltd. 67 Poplar Street Boston, MA 02131 Hansy Better Barraza; Sophie Nahrman
Mechanical/ Electrical/ Plumbing/ Fire Protection Engineers	Petersen Engineering 127 Parrott Ave, Portsmouth, NH 03801 Douglas Kumph, Kate Haddock
Structural Engineering	Thornton Tomasetti 101 Arch St, Boston, MA 02110 Patrick Kenney
Transportation Planner / Engineer:	Howard Stein Hudson 11 Beacon Street, Suite 1010 Boston, MA 02108 Elizabeth Peart
Civil Engineer:	Nitsch Engineering Center Plaza, Suite 430 Boston, MA 02108 Coleman Horsley
Landscape Architect:	Design Under Sky 57 Hudson Street Providence, RI 02909 Adam Anderson
Sustainability Consultant	CLEAResult 50 Washington Street, Suite 300 Westborough, MA 01581 Ann John

**DESCRIPTION AND PROGRAM**

The Proponent proposes an approximately 81,000 square foot, mixed-use new construction development with a mix of commercial and residential uses, including

sixty-three (63) residential units (including fifty-four (54) rental and nine (9) homeownership), which will be deed restricted and fully affordable to households ranging from 30-100% AMI, along with 22 onsite parking spaces, as well as approximately 2,000 square feet of ground-floor commercial space in two (2) spaces along Warren Street. The residential program will include 20 one-bedroom units, 30 two-bedroom units, and 13 three-bedroom units. Open space and parking spaces for both residential and commercial use will be located behind the building.

Loading and service spaces will be provided for the building to accommodate all deliveries, trash pick-up, and residential move-in/move-out activity. Indoor bicycle parking/storage spaces will be provided for residents and outdoor bicycle racks will be provided throughout the Project site to provide short-term parking for guests and visitors in accordance with the Boston Transit Department’s (“BTD”) Bike Parking Guidelines.

The Proponent plans to commence construction of the Proposed Project in 2026, pending funding commitments. There are an estimated 200+/- construction jobs contributing to the Proposed Project and many new permanent jobs in the commercial spaces, which shall be dependent on the ultimate use and operators of these spaces. The total development cost, excluding land and financing costs, is approximately \$46 Million Dollars (\$46,000,000).

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

<b>Proposed Plan</b>
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<b>Gross Square Footage</b>	84,037
<b>Gross Floor Area</b>	84,037
<i>Residential</i>	81,412
<i>Office</i>	0
<i>Retail</i>	2,625
<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>	
<b>Development Cost Estimate</b>	\$46,700,000
<b>Residential Units</b>	63
<i>Rental Units</i>	54
<i>Ownership Units</i>	9
<i>IDP/Affordable Units</i>	63
<b>Parking spaces</b>	22

**ARTICLE 80 REVIEW PROCESS**

On August 1, 2024, the Proponent filed a Letter of Intent (“LOI”) in accordance with the BPDA’s policy regarding the Provision of Mitigation by Development Projects in Boston. On August 1, 2024, letters soliciting nominations for the Impact Advisory Group (“IAG”) were delivered to local and state elected officials. On August 20, 2024, the IAG was finalized with five (5) members.

The Proponent filed a Project Notification Form (“PNF”) for the Proposed Project on September 17, 2024, which initiated a thirty-(30) day public comment period which was subsequently extended to close on November 26, 2024. Notice of the receipt of the PNF by the BPDA was published in the Boston Herald on September 17, 2024

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on October 21, 2024, with the City's public agencies and elected officials to review and discuss the Proposed Project.

The BPDA also held the following public meetings on the Proposed Project: an IAG meeting on October 17, 2024, and a public meeting on November 12, 2024. The meetings were advertised in local newspapers and on the BPDA website and distributed to the BPDA's Roxbury email list.

### **PLANNING CONTEXT**

The Site, currently vacant, consists of 32,760 square feet across two parcels owned by 639 Warren Street LLC, an entity solely managed by the Proponent. It is bounded to the north by Crawford Street, to the east by Warren Street, to the south by Georgia Street and the U.S. Post Office, and to the west by 10-14 Crawford Street, a privately owned vacant lot.

The Site is conveniently located near the Grove Hall commercial center and within walking distance of Franklin Park's open spaces and trails. The Proponent seeks to extend the Warren Street commercial corridor by incorporating ground-floor commercial space into the proposed Project, fostering job creation and an active, vibrant streetscape. The Site offers strong transit accessibility, sitting directly along multiple MBTA bus lines and adjacent to a covered bus stop at Warren Street and Crawford Street. Additionally, it is situated just half a mile from the Four Corners/Geneva station on the Fairmount commuter rail line and less than 1.5 miles from the Stony Brook station on the MBTA Orange Line, making it an ideal location for transit-oriented development

The combined Project Site is located within the Grove Hall Neighborhood Shopping Subdistrict ("NS") of the Roxbury Neighborhood Zoning District and the Boulevard Planning Overlay District, as governed by Article 50. The Proposed Project's Multifamily Residential use is classified as a Conditional Use on the first floor but is an Allowed Use on the upper levels. The proposed ground-floor retail/commercial uses are also Allowed under the Zoning Code. Additionally, the 0 Crawford Street portion of the Project Site falls within the Washington Park Urban Renewal Plan Area, designated as Urban Renewal Parcel F-5 of Project R-24.

### **URBAN RENEWAL**

The Proposed Project is located within the Washington Park Urban Renewal Plan Area, also known as Project No. Mass. R-24, and sits on what is known in the Plan as "Parcel F-5."

The current permitted uses for Parcel F-5, as defined in the Plan at Table A in Section 602, are Commercial Parking, Residential Parking and Institutional. The attached resolution proposes to amend this permitted use to "Residential and Commercial."

A Land Disposition Agreement ("LDA") dated March 10, 1967, also governs this site. The new LDA would succeed this old LDA executed between the Boston Redevelopment Authority ("BRA") and 428 Realty Corporation for a "parking facility" and replace the intended use as an affordable residential building with some commercial elements.

### **ZONING**

The Site is situated within the City's Grove Hall Neighborhood Shopping Subdistrict ("NS") of the Roxbury Neighborhood Zoning District, and a Boulevard Planning Overlay District, all as regulated by Article 50 and other applicable sections of the Zoning Code. The Proposed Project's proposed Multifamily Residential ("MFR") Use is a Conditional Use on the first floor, but an Allowed Use on the upper levels, while the proposed ground floor retail/commercial Uses are Allowed, but limits certain dimensional, density, lot, floor area, and other requirements (by Variance). The Site is not located within any other Zoning Code overlay districts, however, the Crawford Street portion of the Project Site is located within the Washington Park Urban Renewal Plan Area as Urban Renewal Parcel F-5 of Project R-24, and requires the appropriate review and approvals, as needed.

As the Proposed Project exceeds 50,000 square-feet of new construction at this location in the Roxbury neighborhood, it is subject to the BPDA's Large Project Review regulations, pursuant to Article 80 of the Code. In modifying the Proposed Project to a final on-site parking allotment as detailed above, the off-street parking and loading program was carefully reviewed and determined by the BPDA, pursuant to the provisions of Article 80B of the Code. Additionally, as the Proposed Project is proposed as all affordable housing, please see Zoning Text Amendment No. 454 dated December 22, 2021, which states that: "in the case of affordable residential housing, no off-street parking shall be required. Affordable residential housing shall be considered to describe those projects where at least 60% of the

proposed residential units are income-restricted at or below 100% of Area Median Income (AMI), as defined by the US. Department of Housing and Urban Development.”

The Proposed Project was cited for the following relief from the Zoning Code:

1. Article 50, Section 19 – MFR Use Conditional (Basement and First Story);
2. Article 50, Section 20 – Floor Area Ratio Excessive;
3. Article 50, Section 20 – Building Height Excessive; and,
4. Article 50, Section 20 – Rear Yard Insufficient.

Design elements of the Proposed Project will also be subject to Large Project Review.

### **PRIVATE AMENITIES**

The Proposed Project will provide a number of amenities to serve the building tenant population, including the following:

- Constructing approximately 4,500 sf of ground level open space including:
  - Spaces for gathering and play which support multi-generational use and community-building for the tenant population.
  - Protection of (10) existing private trees. The proponent shall provide documentation of the size, species, and condition of existing trees over 6” caliper, including both trees on site and trees on abutting parcels which occur within 6’ of the property line.

Twenty-two (22) on site parking spaces are proposed to serve the building tenants. The Planning Department has requested that three (3) of the surface parking spaces be evaluated for removal or relocation in support of maximizing contiguous, tenant-serving open space in the rear yard.

### **MITIGATION AND COMMUNITY BENEFITS**

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

- Revitalizing approximately 32,760 square feet of long vacant land in close proximity to the Grove Hall commercial center and Franklin Park;

- Creating a total of up to sixty-three (63) income-restricted residential units, all made affordable to households ranging from 30-100% Area Median Income, including up to fifty-four (54) affordable rental units ranging from one- to three-bedrooms and up to nine (9) affordable homeownership units, also ranging from one- to three-bedrooms;
- Incorporating approximately 2,000 square feet of ground floor commercial space, along with community space and an office for onsite property management;
- Providing for approximately 9,000 square feet of onsite open space in a variety of areas and programming;
- Constructing a new building to Passive House standard that is energy efficient and incorporates measures to reduce the Proposed Project's impacts on the environment, including a building envelope that minimizes the building's energy needs and all electric mechanical systems;
- Encouraging the use of alternative modes of transportation, such as mass transit, ridesharing services, and bicycle use due to the Site's close proximity to necessary services and parks;
- Before the issuance of the Building Permit, the Proponent will make a one-time "bikeshare" contribution of \$49,000 to BTB per the City of Boston Bike Parking Guidelines;
- The Proponent will provide space for one (1) bikeshare station. The Proponent will work with BTB and staff to site this station appropriately. The bikeshare station may require Administrative Review by PIC.
- Improving the safety and visual appearance of the Site and immediate area by introducing much-needed upgrades in pedestrian connectivity and new public realm in the immediate area;
- Constructing site infrastructure improvements, including stormwater management strategies that will significantly improve the quality and decrease the quantity of stormwater generated by the Project Site when compared with existing conditions;
- Providing a ROW condition which includes a 3' minimum width Furnishing Zone as measured from the back of curb, seven (7) street trees, a 5'-0" minimum width Pedestrian Zone. For any areas where the 5'-0" min Pedestrian Zone cannot be accommodated between the property line and inside edge of Furnishing Zone a Pedestrian Easement should be sought through the Public Improvement Commission. Infrastructure to support new



street trees shall at a minimum comply with Boston Complete Streets Design Guidelines based upon the proposed planting condition (Open Tree Trenches, Covered Tree Trenches, Tree Pits, Raised Tree Beds). Root environment for street trees should strive to meet Complete Streets target soil volume recommendations (see page 60) which are based upon the industry standard best practices for supporting establishment of healthy, mature tree canopy. The final quantity of street trees may require amending pending ongoing coordination with Planning, MBTA and BTM regarding the required bus stop length;

- Constructing improvements within the Frontage Zone which benefit the character and use of the adjacent public sidewalk potentially including planting beds, trees, and areas for small scale seating and gathering;
- Creation of publicly accessible space for gathering adjacent to the Post Office mural and project retail spaces. Further consideration should be given to the design of this space in an effort to maximize comfort and functionality for use by the community, and separation from adjacent on-site parking and loading uses; Following Board approval, further study and coordination between the Proponent, Planning Department, MBTA and BTM will be required to confirm the bus stop position and length. Final determination of the bus stop length may impact the quantity of street trees which can feasibly be installed by the Proponent, causing the quantity to differ from what is memorialized in this memo;
- Temporarily creating approximately 200 new jobs in the construction and building trade industries as well as many new full-time employment opportunities depending on the ultimate use of the commercial space.

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

All sidewalk and streetscape improvements are subject to design review and may require approval for a Specific Repairs Action with PIC.

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

### **SUSTAINABILITY & RESILIENCY**

#### **Article 37**

- In support of Boston's carbon neutral goals, the Proposed Project will be designed and constructed to be Zero Net Carbon, LEED v4 Gold / 67 points certified, and Passive House compliant with a Building 2035 predictive carbon emissions (pCEI) value less than 1.0 kg CO<sub>2</sub>e/sf-yr.
- The proposed building will include a well-insulated air-tight enclosure and efficient electric heat pump space conditioning and DHW heating systems with drain water heat recovery in the ownership units, the rental units will have a central air source heat pump system with recirculation. The building will also include all-electric EnergyStar rated appliances and a window to wall ratio (WWR) between 14-20%.
- The Proposed Project will install 96 kW solar PV system with an estimated generation of 106,000 kWh and has committed to purchasing 100% renewable electricity for common building loads and 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, and their ability to opt down or out at any time at no cost.
- Additionally, to minimize embodied carbon impacts and include healthier durable material, the Proposed Project is recommended to complete a Life cycle analysis (LCA) and achieve points under the LEED Material & Resource category.

- To address the urban heat impact, all roofing surfaces will utilize a white reflective membrane with a Solar Reflectance Index (SRI) equal to or better than the LEED standard. All precipitation will be captured on-site in infiltration structures (to be confirmed with civil). MPDC has also held preliminary discussions with MBTA staff on creating a green roof for the bus shelter at Crawford & Warren, directly abutting the site.

**Smart Utilities**

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

**AFFIRMATIVELY FURTHERING FAIR HOUSING**

The Proposed Project will incorporate the following Affirmatively Furthering Fair Housing (AFFH) Interventions:

Article 80:

- Provide an additional percentage of IDP units than required;
- All IDP units on-site;
- Deepen the affordability of IDP units;
- Provide a higher proportion of 2+ bedroom IDP units than required
- Provide a greater number of Group 2 units accessible to those with disabilities than required;
- Agree to apply to host Project Based Vouchers or Rental Assistance Demonstration units onsite, in addition to meeting IDP.

Marketing:

- In the case of homeownership units, provide a preference to first-time/generation Homebuyers and develop marketing policies that are least likely to exclude preferred homebuyers.

### **HOUSING PROGRAM AND INCLUSIONARY DEVELOPMENT POLICY**

Projects financed as one entity and where at least 40% of the units are income restricted are exempt from the Inclusionary Development Policy, dated December 10, 2015 (the "IDP"). The Proposed Project is financed as one entity and contains sixty-three (63) total income-restricted units including fifty-four (54) residential rental units and nine (9) homeownership units, equaling 100% of the total units thus surpassing 40% of the total units. As such, the Proposed Project is exempt from the Inclusionary Development Policy.

The residential rental units within the Proposed Project shall include approximately fourteen (14) units made available to households earning not more than 30% of Area Median Income ("AMI"), as published by the United States Department of Housing and Urban Development ("HUD"), approximately eleven (11) units made available to households earning not more than 50% of AMI, approximately sixteen (16) units made available to households earning not more than 60% of AMI, and thirteen (13) units made available to households earning not more than 80% of AMI. Out of the fourteen (14) units that are income-restricted at 30% of AMI,

approximately eight (8) units will be set aside for Section 8 housing vouchers and six (6) units will be set aside for MRVP housing vouchers. Out of the eleven (11) units that are income-restricted at 50% of AMI, approximately six (6) units will be set aside for MRVP housing vouchers.

The homeownership units within the Proposed Project shall include approximately five (5) units made available to households earning not more than 80% of AMI, and four (4) units made available to households earning not more than 100% 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. EO2430.

### **RECOMMENDATIONS**

Approvals have been requested of the BPDA pursuant to Article 80, Section 80B of the Code for the issuance of a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.3(d) of the Code, and for the issuance of a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process.

Staff believe that the PNF meets the criteria for issuance of a Scoping Determination waiving further review. It is therefore recommended that the BPDA approve the Proposed Project and authorize the Director to: (1) issue a Scoping Determination waiving further review pursuant to Article 80, Section 80B-5.3(d) of the Code; (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; (3) adopt a minor modification resolution to the Washington Park Urban Renewal Plan, Project No. Mass. R-24, regarding the adjustment of permitted uses to include "residential and commercial" uses and by authorizing the Director to proclaim by certificate these minor modifications, and enter into a new Land Disposition Agreement ("LDA") governing the Site; (4) execute and deliver a Cooperation Agreement (referencing, among other things, the Boston Residents Construction Employment Plan ordinance), and any and all other agreements and documents upon terms and conditions deemed to be in the best interest of the BPDA; (5) take any other actions and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

**VOTED:** That the Director be, and hereby is, authorized to issue a Scoping Determination waiving further review under Section 80B-5.3(d) of the City of Boston Zoning Code (the "Code"), which (i) finds that the Project Notification Form ("PNF") together with any additional material and comments received by the BPDA adequately describes the potential impacts arising from the proposed 639-643H Warren Street project in Roxbury (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and (ii) waives further review of the Proposed Project under subsection 3 of Section 80B-5 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning and Development Agency ("BPDA"); and

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

**FURTHER VOTED:** That the Boston Redevelopment Authority ("BRA") adopts the attached Resolution entitled: "**RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY RE: MINOR MODIFICATION TO THE WASHINGTON PARK URBAN RENEWAL PLAN, PROJECT NO. MASS. R-24, WITH RESPECT TO PARCEL F-5.**"

**FURTHER VOTED:** That the Director be, and hereby is, authorized to enter into a Land Disposition Agreement for Parcel F-5 in the Washington Park Urban Renewal Area, Project No. Mass R-24 located along 639 Warren Avenue.

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

**RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY  
RE: MINOR MODIFICATION TO THE WASHINGTON PARK URBAN RENEWAL  
PLAN, PROJECT NO. MASS. R-24, WITH RESPECT TO PARCEL F-5.**

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**WHEREAS**, the Urban Renewal Plan for the Washington Park Urban Renewal Area, Project No. Mass. R-24, was adopted by the Boston Redevelopment Authority (the "Authority") on January 16, 1963, and approved by the City Council of the City of Boston on February 18, 1963 (said plan, as previously modified, being herein referred to as the "Plan"); and

**WHEREAS**, Section 1201 of Chapter XII of said Washington Park Urban Renewal Plan entitled: "Modifications" provides that the Urban Renewal Plan may be modified at any time by the Authority without further approval provided that the proposed modifications do not substantially or materially alter or change the Plan; and

**WHEREAS**, it is the opinion of the Authority that the minor modification with respect to Parcel F-5 is consistent with the objectives of the Washington Park Urban Renewal Plan; and

**WHEREAS**, the Authority is cognizant of the requirements of Massachusetts General Laws Chapter 30, Sections 61 through 62H, as amended, and its implementing regulations (collectively "MEPA") with respect to minimizing and preventing damage to the environment; and

**WHEREAS**, the proposed amendment to the Plan is necessary to effectuate the redevelopment of Parcel F-5; and

**WHEREAS**, the proposed amendment to the Plan is a minor change and may be adopted within the discretion of the Authority pursuant to Section 1201 of Chapter XII of said Plan;

**NOW, THEREFORE**, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

- A. That, pursuant to Section 1201 of Chapter XII of the Washington Park Urban Renewal Plan, Project No. Mass. R-24 (the "Plan"), the Plan be, and hereby is, modified as follows:
- B. That Map 2 of the Plan, entitled "Proposed Land Use," is hereby modified to reflect the change in use of said Parcel F-5 to "Residential and Commercial"; and

That Table A in Section 602, entitled "Land Use and Building Requirements" is hereby modified as follows:

Site Designation	Permitted Uses	Minimum Setback	Max. Bldg. Height	Max. FAR	Max. Net Density	Min. Parking Ratio
F-5	Residential and Commercial	AA	AA	AA	AA	AA

That the proposed modification is found to be a minor modification which does not substantially or materially alter or change the Plan.

That it is hereby found and determined pursuant to MEPA that the foregoing modification of the Plan, and any proposed development undertaken pursuant thereto, will not result in significant damage to or impairment of the environment and further, that all practicable and feasible means and measures have been taken and are being utilized to avoid and minimize damage to the environment.

That all other provisions of the Plan not inconsistent herewith be, and hereby are, continued in full force and effect.

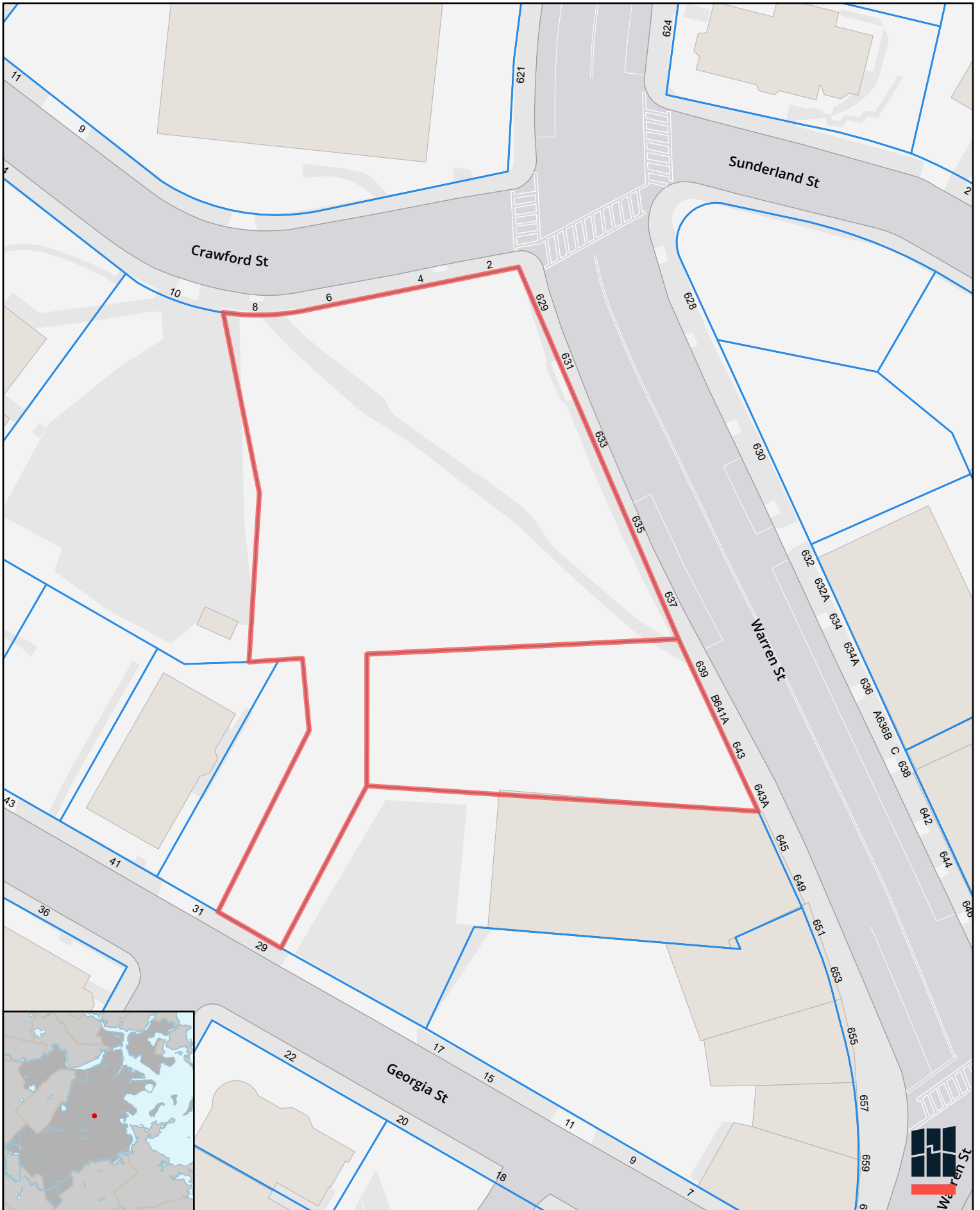


That the Director be, and hereby is, authorized to proclaim by certificate this minor modification of the Plan, all in accordance with the provisions of the Urban Renewal Handbook, RHM7207.1, Circular dated August, 1974, if applicable.

# 639 Warren Street



1:600





# 639 Warren Street



1:600



Crawford St

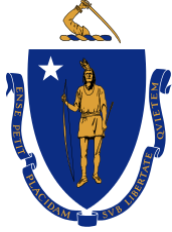
Sunderland St

Warren St

Georgia St







## *The Commonwealth of Massachusetts*

MASSACHUSETTS STATE SENATE

### **LIZ MIRANDA**

STATE SENATOR  
SECOND SUFFOLK DISTRICT

STATE HOUSE, ROOM 519  
617-722-1673  
[LIZ.MIRANDA@MASENATE.GOV](mailto:LIZ.MIRANDA@MASENATE.GOV)

**Chair** - Racial Equity, Civil Rights and Inclusion  
**Vice Chair** - Economic Development and Emerging Technologies

Ways & Means, Census, Juvenile and Emerging Adult Justice  
Community Development and Small Businesses, Elder Affairs,  
State Administration and Regulatory Oversight

September 16, 2024

Intiya Ambrogi-Isaza  
Vice President of Real Estate  
Madison Park Development Corporation  
184 Dudley Street  
Roxbury, MA 02119

**Re: 639 Warren Street**

Dear Intiya:

I am writing in support of Madison Park Development Corporation (MPDC)'s proposed project for 639 Warren Street in Grove Hall, a mixed-use, mixed-income new construction project containing up to 63 units of affordable housing (approximately 54 rental and 9 homeownership opportunities), as well as approximately 2000 square feet of commercial space on the ground floor, which will continue the Grove Hall commercial corridor along Warren Street.

My understanding is that all of the rental and homeownership units will be affordable at a range from 30 to 120% of Area Median Income (AMI), and 25% of the total will be highly affordable to those at or below 30% AMI. MPDC is uniquely positioned to develop desperately needed homeownership opportunities and to provide support to residents in successfully navigating the home buying process, and they also have a long track record of developing and operating affordable rental housing.

MPDC has been meeting with community groups throughout the predevelopment process, stretching back to when they first signed a Purchase & Sale Agreement in December 2022. I appreciate the effort they have made to solicit community input early and often and believe their submitted designs reflect some of the feedback the neighborhood has offered, including the creation of homeownership opportunities. The development team has already agreed to forego specific types of retail undesirable to the community, such as a liquor store, nail salon, or tattoo parlor, and is exploring desirable commercial

uses such as a cafe, childcare center, or fitness space. I also appreciate that MPDC intends to strive to preserve existing and create new public art at the site, including the existing mural memorializing Black Bostonians throughout history.

I look forward to the development of this long-vacant parcel and support MPDC's efforts to create affordable housing and new retail space. I strongly support MPDC's efforts to obtain funding from the City and State and the zoning and regulatory approvals necessary to continue the revitalization of Grove Hall and the Roxbury community.

Sincerely,

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

**Senator Liz Miranda** |she/her|

Second Suffolk District

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



**RUTHZEE LOUIJEUNE**  
**BOSTON CITY COUNCIL PRESIDENT**

September 20, 2024

Intiya Ambrogi-Isaza  
Vice President of Real Estate  
Madison Park Development Corporation  
184 Dudley Street  
Roxbury, MA 02119

Re: 639 Warren Street

Dear Intiya,

I am writing in support of Madison Park Development Corporation (MPDC)'s proposed project for 639 Warren Street in Grove Hall, a mixed-use, mixed-income new construction project containing up to 63 units of affordable housing (approximately 54 rental and 9 homeownership opportunities), as well as approximately 2000 sf of commercial space on the ground floor, which will continue the Grove Hall commercial corridor along Warren Street.

The rental and homeownership units will be affordable at a range from 30 to 120% of Area Median Income (AMI), and 25% of the total will be highly affordable to those at or below 30% AMI. MPDC is uniquely positioned to develop desperately needed homeownership opportunities, and they have a long track record of developing and operating affordable rental housing.

MPDC has been meeting with community groups throughout the predevelopment process, stretching back to when they first signed a Purchase & Sale Agreement in December 2022. I appreciate the effort they have made to solicit community input early and often and believe their submitted designs reflect some of the feedback the neighborhood has offered, including the creation of homeownership opportunities. I also appreciate that MPDC intends to strive to preserve existing and create new public art at the site, including the existing mural memorializing Black Bostonians throughout history.

Overall, I support the development of this long-vacant parcel and support MPDC's efforts to create affordable housing and new retail space, and I support MPDC's efforts to obtain funding from the City and State and the zoning and regulatory approvals necessary to continue the revitalization of Grove Hall and the Roxbury community.

Sincerely,

Ruthzee Louijeune  
Boston City Council President  
Boston City Councilor At-Large

To: Joshua McLinden, Project Manager, Madison Park Development Corporation  
Cc: Intiya Ambrogi-Isaza, Authorized Agent, 639 Warren Street LLC  
Joseph Hanley, Esq., Partner, McDermott, Quilty, Miller, and Hanley LLP  
Camille Platt, Project Manager, Boston Planning and Development Agency  
From: Janna Ramadan, AFFH Zoning Assistant on behalf of the Boston Interagency Fair Housing  
Development Committee  
Date: November 13, 2024  
Re: 639 Warren Street Affirmatively Furthering Fair Housing Comments from the Boston  
Interagency Fair Housing Development Committee

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

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

1. Preference for rental voucher-holders
2. Eviction Prevention Plan clarification
3. First-time/generation homebuyer preference

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

## Boston Interagency Fair Housing Development Committee Review & Recommendation Form

<b>Project Name/Address</b>	639 Warren St.
<b>BIFDC Review Date(s):</b>	11/4/2024

### AFFH Recommendations

<b>AFFH Assessment is complete.</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - An AFFH Assessment is marked as complete when the BIFDC has concluded its review and is able to make a recommendation regarding the AFFH components of a Proposed Project.
<b>If no, describe what is needed to complete the Assessment.</b>	<p>Based on the comments from BIFDC representatives (attached), the Proponent is requested to respond to the following questions, comments, and recommendations:</p> <ol style="list-style-type: none"> <li><b>1. Clarifying rental voucher-holders intervention:</b> BIFDC requests more information on the proponent’s voucher strategy. There are greater households using a rental-voucher in the project area than in Boston as a whole, indicating there could be barriers preventing families from accessing housing in the project area without the benefit of vouchers.</li> <li><b>2. Eviction Prevention Plan clarification:</b> The BIFDC requests the Proponent clarify their Eviction Prevention Plan and provide more information regarding EPP best practices adopted.</li> <li><b>3. First-time/generation homebuyer preference:</b> The BIFDC requests clarification on whether the proponent plans on implementing first-time/generation homebuyers and marketing practices that are least likely to exclude preferred homebuyers. The project area has a higher percentage of renter occupied units compared to the City as a whole. First-time/generation homebuyer preference and marketing strategies will respond to barriers such that the project reaches residents in the project area that may benefit.</li> </ol>
<b>AFFH Assessment appears to be accurate.</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>If no, describe the inaccuracies.</b>	
<b>AFFH Assessment notes:</b>	



### Planned Development Area

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

### Historical Exclusion

<b>The proposed project is located in an area of high historical exclusion.</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No-Intervention Enhancement for High Historical Exclusion is not required.
<b>Historical Exclusion notes:</b>	

### Actual Residential Displacement

<b>There is actual residential displacement at the proposed project site.</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Actual Residential Displacement Risk notes:</b>	

### Proportionality

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

### AFFH Strategy

<b>The proposed AFFH strategy is appropriate, achievable, and responsive to the AFFH goals detailed in the Boston Zoning Code.</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Describe the basis for the above decision.</b>	A determination that the overall AFFH Strategy is appropriate, achievable, and responsive to AFFH goals will be made once the outstanding issues are addressed by the Proponent.
<b>If no, describe what is necessary for the proposed AFFH strategy to become appropriate, achievable, and responsive to</b>	

<b>AFFH goals, including which specific different or additional intervention options should be considered.</b>	
<b>AFFH Strategy Notes:</b>	



# CITY of BOSTON

Michelle Wu, Mayor

To: [Camille Platt]  
From: [Xujie Liu], PWD  
Date: [10/9/2024]  
Subject: [639 Warren Street PNF] - Boston Public Works Department Comments

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Included here are Boston Public Works Department (PWD) PNF comments for 639 Warren Street.

## **Project Coordination:**

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

## **Project Specific Scope Considerations:**

Please confirm with the Public Improvement Commission (PIC) that the proposed width and material of sidewalk meet City standards on Georgia St, Warren St and Crawford St. The developer should also coordinate with the Parks and Recreation Department in regards to the existing tree protection and planting of proposed street trees. The developer shall coordinate with PIC in regards to the 5' setback from the property lines. The developer shall also coordinate with PWD to provide more directional and accessible reciprocal pedestrian ramps at the intersection of Warren Street, Crawford Street and Sunderland Street.

## **Pedestrian Access:**

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

## **Site Plan:**

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

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

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

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

## **Sidewalks:**

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

Please note that at signalized intersections, any alteration to pedestrian ramps may also require upgrading the traffic signal equipment to ensure that the signal post and pedestrian push button locations meet current ADA and



## **PUBLIC WORKS DEPARTMENT**

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



Manual on Uniform Traffic Control Devices (MUTCD) requirements. Any changes to the traffic signal system must be coordinated and approved by BTM.

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

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

### **Green Infrastructure:**

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

### **Driveway Curb Cuts**

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

### **Discontinuances**

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

### **Easements**

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

### **Landscaping**

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

### **Street Lighting**

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

### **Roadway**

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

### **Additional Project Coordination**



### **PUBLIC WORKS DEPARTMENT**

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



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.

**Resiliency:**

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

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

Sincerely,

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

CC: Para Jayasinghe, PWD  
Todd Liming, PIC



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<b>Case</b>	BOA1561858
<b>ZBA Submitted Date</b>	2024-01-10
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	17 Wichita TE Mattapan 02126
<b>Parcel ID</b>	1703732000
<b>Zoning District &amp; Subdistrict</b>	Dorchester Neighborhood 2F-6000
<b>Zoning Article</b>	65
<b>Project Description</b>	The proponent is seeking to build a four-story, seven-unit dwelling with garage parking. An existing two-family dwelling on the lot would be demolished under a separate permit.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking design and maneuverability FAR Excessive Height Excessive (ft) Height Excessive (stories) Rear Yard Insufficient Side Yard Insufficient Front Yard Insufficient Use: forbidden (multifamily)

**Planning Context:**

This project was previously deferred at a January 28, 2025 Zoning Board of Appeal hearing. The proponent cited an issue with the plans. Originally, two separate projects and plans on adjacent lots were submitted for review instead of one project on a combined lot. New information about accessibility has been added by the Disabilities Commission since the January 28, 2025 hearing and the recommendation has been adjusted accordingly.

For this project, the proponent is seeking to build a four-story, seven-unit elevator building with garage parking for ten spaces on the first floor. An existing two-family dwelling on the lot would be demolished under a separate permit to make way for the project.

The parcel is on an entirely residential block with other two- to three-story houses. It is about three blocks from a large grocery store, and about four blocks from the Milton station on the Mattapan Trolley. There is an existing curb cut. The plans label this both as a utility easement



and a driveway on different pages of the plan, but imagery of the address shows it being used as a driveway. A new curb cut is being proposed to accommodate entry to the garage.

17 Wichita Terrace sits within a Neighborhood Design Overlay District (NDOD). Since the project is within an NDOD and would result in a new building over 300 square feet, design review would be required to move forward.

The original application submission predates the effective date of Inclusionary Zoning (IZ) standards, which previously made it subject to the City's prior Inclusionary Development Policy (IDP). However, the new design is seven units and therefore would not trigger IDP, which is only applicable for developments with ten or more units.

### **Zoning Analysis:**

The building would be 43' tall and four stories compared to the code standards of 35' and two-and-a-half stories in this subdistrict, triggering height violations in feet and stories. The larger scale also contributes to the FAR violation and the front yard, side yard, and rear yard violations. The proposed side and front yards are 5', while the rear is 10'. The front yard is a third of what is required by the code, while the rear and side yards are half of what is required by the code. While smaller yards than required by code are a common condition of this block, the proposed height in feet and in stories would be slightly taller than other houses on the block.

However, there are significant parking and accessibility issues with the project. The off-street parking design triggers a building code violation for the garage door, which exceeds 25% of the allowable area for openings in the exterior walls. On the zoning side, it also triggers a parking design and maneuverability violation. There does appear to be a maneuverability issue within the garage, since the tenth parking space is located right in the center of the garage, providing limited room to drive around it when occupied. The provision of a second curb cut would also be excessive.

There is no accessible route to the roof decks for Units 6 and 7. There needs to either be a means of vertical access, or a variance with the Massachusetts Architectural Access Board must be obtained (521 CMR 9.5.4).

The plans are titled "Revision #2" and are dated 6/5/2024. They were prepared by Context.

### **Recommendation:**

BOA1561858  
2025-03-04  
2 Planning Department



In reference to BOA1561858, The Planning Department recommends APPROVAL with PROVISIO/s: that plans be submitted to the Planning Department for design review with attention to adding vertical access to the roof decks for Unit 6 and Unit 7 pursuant to 521 CMR 9.5.4, limiting the total number of curb cuts to one, and reconfiguring parking to address maneuverability issues.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning





<b>Case</b>	BOA1538686
<b>ZBA Submitted Date</b>	2023-10-25
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	86 Astoria ST Mattapan 02126
<b>Parcel ID</b>	1800843000
<b>Zoning District &amp; Subdistrict</b>	Greater Mattapan Neighborhood 3F-6000
<b>Zoning Article</b>	60
<b>Project Description</b>	Renovate and reconfigure existing three unit building with addition and extension of living space to attic and basement. Scope includes relocating the third unit (previously located in the second story) to the basement and extending its living space. Renovate basement into habitable space as the new third unit and renovate attic. Also, create new front entry door, enclose rear porches and provide a two-story addition to rear.
<b>Relief Type</b>	Variance
<b>Violations</b>	FAR Excessive Usable Open Space Insufficient Rear Yard Insufficient Forbidden Use (Basement Unit)

**Planning Context:**

This proposed project has been deferred multiple times since its initial ZBA hearing on April 30, 2024, including on June 4, 2024, July 30, 2024, October 29, 2024, and December 10, 2024. An updated set of plans dated September 20, 2024 was submitted to and reviewed by ISD to address building code violations. The changes shown in those updated plans include removing a window well, adding a new stair down to the basement unit at the front and entrance, and demolishing the existing entrance stair structure at the rear. The updated plans resolved the project's previously present location of main entrance violations, but did not impact the project's other Zoning Code violations. Accordingly, the Planning Department's recommendation below remains unchanged, sans updates to remove language relating to resolved violation. This iteration of the project's recommendation also clarifies the categorization (and resulting impacts) of the project's basement dwelling unit as a standard dwelling unit (as opposed to an ADU, as considered during previous iterations of this recommendation).



The proposed project is sited at the end of a dead end street that leads directly into Walker Playground. Its surrounding context on Astoria Street includes a mix of two- to three-story structures with single-family to three-family residential land uses. These properties have varying yard depths and building lot coverages. Many feature a side yard driveway condition and rear yard parking.

This proposed project seeks to erect a 278 square foot, two-story rear addition to the site's existing two-story, three-family residential structure. Its scope also includes internal renovations which reconfigure the structure's dwelling unit layouts and convert the structure's existing basement and attic storage spaces into habitable living space (including new basement entries to create an independent basement dwelling unit). These proposed alterations increase the size of each of the site's dwelling units and create extra space within the existing structure that supports opportunities to accommodate growing living arrangements, in keeping with PLAN: Mattapan's residential fabric recommendations. Additionally, these changes are executed in a manner that preserves an existing structure and built form aligning with the contextual three-story maximum building scale envisioned by PLAN: Mattapan (adopted May 2023) for the area's surrounding residential fabric. The proposed project also includes safety-related renovations - such as the inclusion of a new sprinkler system - within its scope, further aligning the project with PLAN: Mattapan's recommendations to promote the development of safe and accessible housing units for residents.

Based on aerial imagery, the project's proposed rear yard addition and basement-accessible entries have already been built. However, it is not clear from the aerial view or the plans if the internal renovation has already been completed. Given that the proposed project represents an already built condition, Parks Design Review is not necessary - even though it typically would be, as the site sits within one hundred feet of a public park (Walker Playground) and is subject to Ordinance 7.4-11 (Parks Design Review).

While the proposed project's basement dwelling unit aligns with Building Code requirements to be considered an internal ADU (of which the recommendations of PLAN: Mattapan support), it does not comply with the ADU's owner-occupancy requirement. Accordingly, the dwelling unit is considered a standard unit as opposed to an ADU. Currently, this property is assessed as a two-unit residential property. However, it is noted in the refusal letter as an existing three-unit



property, possibly due to the project already being built. Formally remedying this discrepancy is important to affirm the site's continued operation as a three-unit residential structure and relieve any concerns that may arise regarding the potential displacement of the site's current tenants.

**Zoning Analysis:**

The proposed project has been cited with four zoning violations, relating to both scale and use. These include citations for excessive FAR, insufficient usable open space, insufficient rear yard setback, and forbidden use (for basement dwelling unit). These citations are listed upon the project's most recent refusal letter, dated December 9, 2024. Since the proposed project's initial filing with the Inspectional Services Department (on June 24, 2022), updated zoning for the Mattapan neighborhood was adopted by the Zoning Commission (on February 7, 2024). This recommendation's zoning analysis has been based upon those updated regulations.

Mattapan's updated zoning places the proposed project within an R-2 residential subdistrict. R-2 subdistricts allow a building height of three stories / thirty-five feet and permit three-family residential land uses by-right. This zoning updates other dimensional regulations for the site as well. These updates: (1) replace existing items such as FAR, additional lot area per dwelling unit, and usable open space per dwelling unit, with more flexible form-based items, including building lot coverage and permeable area of lot; and (2) recalibrate the requirements for yard setbacks and lot-related dimensions. The proposed project complies with each of the dimensional requirements of Mattapan's updated zoning, except for building lot coverage and permeable area of lot.

The project's proposed building lot coverage sits roughly ten percent in excess of the amount permitted by the area's zoning (roughly forty percent proposed, maximum thirty percent permitted). The extent of the violation can be explained by two key factors: (1) the project site's existing rear yard garage, and (2) the project's lot size.

Regarding the former of these points, the project's existing rear yard garage has a building floorplate covering roughly ten percent of the lot. Because the garage is too big to be exempted from the site's dimensional calculations (unlike a slightly smaller accessory rear yard structure, such as a tool shed), its floorplate is ultimately counted towards the site's total building lot coverage figure. If the footprint of the garage were exempted from this calculation, the building lot coverage of the project's main structure - taken alone - would comply with the requirements of the zoning.



On the latter of these points, updated zoning for Mattapan implements two sets of dimensional requirements for non-ADU projects proposed in the new R2 residential zoning subdistricts (and additional regulations for parcels with or proposing ADUs). These two sets of dimensions are delineated by lot size so as to better match Mattapan's built form across varied site conditions. To accomplish this, lots under five thousand square feet of area - due to their size constraints - are provided more flexible dimensional standards for building scale, while lots over five thousand square feet - because of their larger size - hold more strict dimensional standards for the same building-related items. This differentiation is important because the proposed project's lot area (5,017 square feet) sits right on the cusp of this threshold. Should the proposed project's site have been eighteen square feet smaller, the more flexible building regulations of the R2's zoning would apply to the site, rendering its building lot coverage condition compliant with the zoning (forty percent building lot coverage permitted by zoning, as opposed to thirty percent). Similarly, should the project's basement dwelling unit or garage be - at some point - converted to an ADU, the R2's dimensional regulations for projects with an ADU would apply, also rendering the project's building lot coverage compliant with updated zoning (fifty percent building lot coverage permitted for ADU projects in R2 subdistricts). These unique site conditions, combined, render the impacts of the project's building lot coverage minimal to the surrounding area. The project's proposed building footprint and building lot coverage is also already existing.

The proposed project's insufficient permeable area of lot violation (roughly fifteen percent existing/proposed, minimum twenty-five percent required) relates to the large amount of impervious surface present upon the site. This is particularly true for its rear yard, which comprises roughly fifteen percent of the site's lot area and is completely paved over. While insufficient by the zoning's standards, this condition is one commonly found across the surrounding area, including on several of the project's immediately surrounding parcels. Similar to building lot coverage, should the project's basement dwelling unit or garage be converted - at some point - into an ADU, the R2's dimensional regulations for projects with an ADU would apply, rendering the project's existing permeable area of lot compliant with updated zoning (fifteen percent permeable area of lot permitted for ADU projects in R2 subdistricts).

The project's forbidden use violation listed on its refusal letter remains applicable under Mattapan's updated zoning. This is because all basement dwelling units - except for those categorized as ADUs - are deemed forbidden uses throughout Mattapan. While the project's proposed basement dwelling unit meets the Building Code requirements to be considered an



ADU, its owner-occupancy requirement is not fulfilled, rendering it a standard dwelling unit by the Code's standards. While noncompliant with the area's zoning, the inclusion of the basement dwelling unit triggers the need for and subsequent inclusion of important safety related improvements to the existing structure, including the addition of a new sprinkler system. These improvements, along with the facts that these basement renovations both occur entirely within the structure's existing footprint and affirm an existing use (as per the project's refusal), render the basement dwelling unit contextual to the site and the impacts of it minimal to the surrounding area. Further, should the residential structure ever become owner-occupied, the basement dwelling unit may be considered an internal ADU, rendering its presence compliant under Mattapan's updated zoning.

Site plans completed by Hezekiah Pratt Architecture and Design on November 29, 2022. Project plans completed by Hezekiah Pratt Architecture + Design on April 21, 2023 and revised on September 20, 2024.

**Recommendation:**

In reference to BOA1538686, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1653968
<b>ZBA Submitted Date</b>	2024-09-19
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	115 Belgrade AV Roslindale 02131
<b>Parcel ID</b>	2000260000
<b>Zoning District &amp; Subdistrict</b>	Roslindale Neighborhood 3F-4000
<b>Zoning Article</b>	67
<b>Project Description</b>	Construct a new four-unit, four-story residential building, with one unit in each story.
<b>Relief Type</b>	Variance
<b>Violations</b>	Usable Open Space Insufficient Side Yard Insufficient Parking or Loading Insufficient Lot Area Insufficient Lot Width Insufficient FAR Excessive Height Excessive (ft) Height Excessive (stories) Front Yard Insufficient Lot Frontage Insufficient Multifamily use forbidden Conformity with Existing Building Alignment

**Planning Context:**

The proposed project was deferred on 01/28/2025 because the Mayor’s Office of Neighborhood Services and a civic group asked for a deferral.

The proponent plans to construct a new four-story residential building with one unit per floor. The property is located on Belgrade Avenue, adjacent to commuter rail tracks at the rear of the lot. It is just a 7-minute walk from the Roslindale Village commuter rail station and lies within an existing mixed-use neighborhood center.

The site falls within the Roslindale Squares & Streets planning area, situated within a one-third-mile radius of the South and Poplar Streets intersection. The Roslindale Square Small Area plan (adopted in February 2025) presents a land use framework and this lot is located within what the plan calls “connecting streets and transition corridors”. The plan envisions maintaining the



existing residential character of these areas while permitting limited small-scale commercial uses and introducing appropriate infill to complement existing housing.

Roslindale Square serves as a central commercial hub, connected by major mixed-use corridors and surrounded by smaller-scale residential neighborhoods. This area offers an opportunity to support multifamily housing and mixed-use activity, creating a stronger connection between residents, local businesses, and transit.

Belgrade Avenue is a key connecting street that offers opportunities to enhance mixed-use development and pedestrian activity between Roslindale Square's commercial core and smaller commercial clusters. The area is primarily characterized by two- and three-family residential buildings, with a mix of other land uses interspersed throughout. These include multifamily buildings, service establishments, clinics, and home-occupation uses, along with pockets of small-scale commercial storefronts located at major intersections. These patterns highlight opportunities to further integrate residential, commercial, and transit-oriented activities along Belgrade Avenue, enhancing its role as a vibrant and connected corridor.

The proposed four-unit residential development would enhance the Belgrade Avenue corridor by adding more housing to an area with strong transit access and existing mixed-use activity. This project not only addresses the city's ongoing housing needs but also supports local businesses by increasing the number of residents within walking distance of shops, services, and amenities.

### **Zoning Analysis:**

The proposed project has received zoning violations related to dimensional requirements (side and front yards, floor area ratio [FAR], and height), use requirements (multifamily use), site design (usable open space and parking), and existing lot dimensions (lot area, width, and frontage).

As outlined in the planning context, this area is well-served by transit and situated within a neighborhood center, offering convenient access to groceries, restaurants, shops, and other amenities. A four-unit residential project is appropriate for this type of location, particularly given Roslindale's goal—outlined in the Roslindale Square Small Area Plan (February 2025)—to significantly enhance the availability of affordable housing, particularly for families with children,



while promoting inclusive community development. The plan specifically calls for more multi-bedroom units in Roslindale Square, and this proposal supports that goal by including three three-bedroom units and one two-bedroom unit.

The property occupies a main street area, and the proposed project aligns with the existing built patterns in this area. The proposed height of 43'10" / 4 stories matches with existing buildings along Belgrade Ave ranging from 3 to 4 stories. The proposed lot coverage of 30% and 1,295 sq. ft. floorplate is below the average lot coverage and typical floorplate along this main street. The proposed cumulative side yards of 15'6" (4' + 11'6") match side yard patterns found on Belgrade Ave. Proposed FAR also matches the FAR of existing buildings in this area. This highlights the need for zoning reforms to adopt dimensional regulations that better reflect the built context.

The proposed front yard does not align with adjacent buildings. We recommend revisiting the front yard to better reflect existing neighborhood patterns.

Regarding site design, the current parking requirements are outdated. Requiring two off-street parking spaces for a lot with a high mobility score is unnecessary. The proposed project is also proposing reducing the size of the existing curb cut and adding a new street tree, which would contribute to increased pedestrian safety and a better pedestrian experience. Additionally, removing off-street parking would free up permeable area on the lot.

Finally, the existing lot dimensions (area, width, and frontage) should not impede development. These characteristics are inherent to the lot and further illustrate the need for zoning reform.

This recommendation is based on plans titled 115 Belgrade, prepared by Context on 07/18/2023.

**Recommendation:**

In reference to BOA1653968, The Planning Department recommends APPROVAL WITH PROVISIO/S: that plans be submitted to the Planning Department for design with attention to parking design and the front yard.





Planning Department

**CITY of BOSTON**

Reviewed,

*Kathleen Onuf*

Deputy Director of Zoning



<b>Case</b>	BOA1685377
<b>ZBA Submitted Date</b>	2025-01-21
<b>ZBA Hearing Date</b>	2025-03-04
<b>Address</b>	40 William C Kelly SQ East Boston 02128
<b>Parcel ID</b>	0105942000
<b>Zoning District &amp; Subdistrict</b>	East Boston Neighborhood MU-7
<b>Zoning Article</b>	53
<b>Project Description</b>	Change ground floor use to a bank and ATM.
<b>Relief Type</b>	Conditional Use
<b>Violations</b>	Conditional Use

**Planning Context:**

Parcel is a one-story commercial building currently occupied by a restaurant use, at the northwest corner of Central Square in East Boston. Applicant seeks to change the use to a bank and ATM. PLAN: East Boston recommends "prioritiz[ing] active ground floor uses in Central Square," rather than inactive uses like parking, residential, and commercial offices. As a conditional uses, a bank could be appropriate, but the specifics of the use need to be weighed using the zoning code's criteria for conditional use permit. In this case, this is a retrofit of vacant commercial space to accommodate a bank, with customer space in the front, employee space in the back, and a built-in ATM accessible from the street.

**Zoning Analysis:**

Per Article 53, Table B, banks and ATMs are conditional uses in MU-4 subdistricts. Per Article 6, the Board of Appeal must consider a number of characteristics about the proposal in deciding whether or not to grant a conditional use permit. In the case of this property, a bank is 1) a reasonable active ground floor use of the existing building, a small one story building across the street from the large shopping center by Central Square. More specifically, the applicant is First Priority Credit Union, a Boston- and East Boston-based federally chartered credit union. This will be a third location, and thus can reasonably be expected to actively serve their local customer base with a street presence. In the middle of a mixed use district, this 2) will not adversely impact the neighborhood, and indeed be a benefit for any credit union customers in the area. There does not appear to be 3) any hazards to pedestrians or vehicles, nuisance



possible, and it appears that adequate facilities are being proposed. All of these considerations also apply to the ATM use, which is ultimately tied to the also proposed bank use. The formerly vacant space would be straightforwardly adapted into a bank use, with customer space up front and back-of-house employee space at the back. The ATM is accessible only from the street, recessed for safety, and tucked into the existing building. Nothing else needs additional review for design. Relief is appropriate, via the granting of a conditional use permit.

**Recommendation:**

In reference to BOA1685377, The Planning Department recommends APPROVAL.

Reviewed,

A handwritten signature in cursive script, appearing to read "Kathleen Onuf".

Deputy Director of Zoning



<b>Case</b>	BOA1615071
<b>ZBA Submitted Date</b>	2024-06-13
<b>ZBA Hearing Date</b>	2025-01-14
<b>Address</b>	93 Howard AV Dorchester 02125
<b>Parcel ID</b>	1300495000
<b>Zoning District &amp; Subdistrict</b>	Roxbury Neighborhood 3F-4000
<b>Zoning Article</b>	50
<b>Project Description</b>	Erect a new 3-story, 12-unit residential building with 9 surface parking spaces in the rear on a newly created lot. Proposed demolition of the existing 3-story residential building is under a separate permit.
<b>Relief Type</b>	Variance
<b>Violations</b>	Parking or Loading Insufficient Additional Lot Area Insufficient FAR Excessive Height Excessive (ft) Usable Open Space Insufficient Side Yard Insufficient Existing Building Alignment MFR Use: Forbidden

**Planning Context:**

This project was previously deferred at the December 3, 2024 and October 29, 2024 Zoning Board of Appeals hearings. No new plans have been submitted. The Planning Department recommendation has not changed.

The project proposes a new 3-story, 12-unit residential building with 9 surface parking spaces located behind the new building. The site is currently two lots of approximately 5,500 square feet each. There is a permit application (ALT1566047) currently under review to consolidate the two parcels into a single 10,973 square foot lot. One of the lots contains an existing 3-story, 1-unit residential building; the second lot is vacant. The proposed demolition of the existing residential building is being reviewed under a separate permit application. A retaining wall about three feet in height lines Howard Avenue in the front of the lot due to a grade change between the public sidewalk and the site. According to Google Maps imagery dated October 2023, there are a few mature trees on the site.



Abutting the site to the north is a 2.5-story, 2-unit residential building and to the south is a triple decker. To the rear of the site along Danube Street is a 3-story multifamily building. The site is approximately 0.3 miles east of Blue Hill Avenue and 0.5 miles from Uphams Corner MBTA Commuter Rail Station.

The project is located within the planning area boundaries of the Roxbury Strategic Master Plan (RSMP) adopted in 2004 and just outside of the planning area boundaries of the Fairmount Indigo Corridor Plan. One of the overall goals of the RSMP is to “Provide a wider range of housing options for residents of diverse socioeconomic and age groups.” Although there is attention given to improving City of Boston parks, there are no overarching goals related to open space and no recommendations specific to protecting or cultivating open space or trees on private land. The Housing Chapter of the RSMP mostly focuses on income-restricted housing, however one of the recommendations is to: “Work with private, institutional, and community-based organization landowners to encourage and facilitate housing production on vacant land and buildings where appropriate.” The proposed project would utilize space on an existing vacant lot to increase housing opportunities. The RSMP also establishes Design Guidelines for Housing that encourages “rigorous architecture and urban design standards” for new housing in Roxbury. Several principles apply to all housing in all Roxbury sub-neighborhoods, including: “Appropriate housing density for each sub-neighborhood should be determined based on historical densities, land use and context” and “Open space and landscape treatment should be a consideration when evaluating design proposals.”

In addition, as the project proposes 10 or more units and requires zoning relief, it is subject to the City’s Inclusionary Development Policy (IDP) and is required to execute a housing agreement with the Mayor’s Office of Housing for an income-restricted IDP unit.

**Zoning Analysis:**

The zoning violations relate to the size and use of the proposed building, as well as the proposed parking.

In terms of size, the proposal would result in excessive FAR - zoning requires less than 0.8 and the project would be 1.1. Other existing properties in the neighborhood and in the same 3F-4000 subdistrict also exceed FAR, including 99 Howard Avenue which is only 3 parcels away and has an FAR of 1.27.



The proposal exceeds height - zoning requires less than 35 feet and the project would be 36 feet and 6 inches. The proposed height of three stories is consistent with both zoning and the neighborhood context. The proposed project includes a parapet in the central portion of the building. Based on the materials, it appears that removing the parapet would result in the building being approximately 35 feet in height. The parapet does not reflect the architecture of the surrounding neighborhood, therefore, it is recommended that relief not be provided for height in feet; instead the building design should be reconsidered without the proposed parapet.

The proposal provides an insufficient side yard on the south side - zoning requires 10 feet and the project would provide three feet. Existing neighborhood conditions do not conform to zoning. The abutting property on the south side has a side yard of approximately eight feet on the north side and five on the south side. 97 Howard Street has a side yard of approximately seven feet on the north side and zero on the south. Given the neighborhood context, zoning relief for no less than a three foot side yard is recommended.

The project is cited for insufficient usable open space - zoning requires 650 square feet per unit totaling 7,800 square feet and the project would provide 189 square feet per unit totaling 2,268 square feet. The project is designed with a deck providing private outdoor space for each unit. The materials provided do not provide dimensions for the deck, but it appears that they are approximately four feet deep by eight feet wide with an enclosed mechanical space about four feet in width. A five foot clearance is required to ensure accessibility for people in wheelchairs. In addition, the Mary Hannon Park is 0.2 miles away. In addition, for families, the playgrounds at Beauford Play Area and Winthrop Playground are both within 0.25 miles away on Danube Street. Given the neighborhood context and private open space for each unit, zoning relief is recommended; however the decks should be reconsidered to be at least five feet. Given the proposed side yards, this would result in a decrease in building width by two feet.

The project also provides insufficient additional lot area - zoning requires 2,000 square feet per additional unit totaling 24,000 square feet and the project would provide 10,973 square feet. However, the limited lot area does not introduce any new impacts beyond the other dimensional concerns and proposed multifamily use. Relief is recommended from these dimensional violations.

The project proposes a multifamily dwelling in a 3F district. However, there is an affordable, multifamily project to the rear of the proposed site and in the same 3F subdistrict at 34-40 Danube Street. In addition to the neighborhood context, the adopted RSMP establishes the goal



of providing “a wider range of housing options.” The proposed project would increase the number of housing units from the existing 1 unit to 12 units, therefore substantially advancing the goal of increasing housing opportunities. Zoning relief is recommended to allow the use.

Finally, the zoning requires 1 space per dwelling unit, and the project provides 0.75 spaces per unit. According to the Boston Transportation Department (BTD) Mobility Scores, the site has a score of 55 and a recommended maximum parking ratio of 0.75 for rental and 1.0 for condo units. Therefore, the proposed parking ratio is consistent with the BTD Maximum Parking Ratio Guidelines.

Plans were prepared by CME Architects and reviewed for ZBA on February 23, 2024.

**Recommendation:**

In reference to BOA1615071, the Planning Department recommends DENIAL WITHOUT PREJUDICE: that plans be reconsidered with a building height of no more than 35 feet and private decks at least five feet deep.

Reviewed,

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Planning and Zoning Director, Planning Department