

An aerial photograph of the Boston University Charles River Campus. The image shows a dense urban environment with numerous multi-story buildings, mostly in shades of brick and grey. A wide highway with multiple lanes runs along the left side of the campus. To the right, the Charles River flows, bordered by a line of trees and a pedestrian path. A bridge is visible in the upper right corner. The overall scene is captured from a high angle, showing the layout of the campus and its proximity to the river and major transportation routes.

cbt



# Boston University Charles River Campus

2013–2023 Institutional Master Plan: Urban Design Supplemental Information







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# 1.0 Campus Context and History

Boston University's Charles River Campus, located in the heart of the city at the edge of Boston's Back Bay, is a vibrant, urban university community of nearly 48,000 students, faculty, and staff. The campus of 11.8 million square feet has state-of-the-art academic, research, residential, and student life facilities extending along a mile and a half of Commonwealth Avenue from Kenmore Square to Packard's Corner.

The current Charles River Campus established in the early part of the 20th century, has developed into a large, mixed-use campus which forms an integral part of the City of Boston. This high density, mixed-use and highly urban campus of today serves as an ideal for many American urban campuses. The third president of Boston University, Lemuel Murlin, described the campus as a university "in the heart of the city, in the service of the city." Since that period of time, the University has developed into an expansive campus on the river that is punctuated with architectural landmarks that include the Marsh Chapel, the Sert Complex and newer, more modern structures. Throughout the physical evolution of the campus, the relationship of the campus to the panorama of the Charles River has endured and has remained a paramount consideration in future planning for the campus.

As is the case with many American cities during the 20th Century, the City of Boston, and the Boston University campus in particular, have been extensively fragmented by the introduction of street level and highway infrastructure. The insertion of Storrow Drive, the creation of the Massachusetts Turnpike and the presence of Commonwealth

Avenue and Boston University Bridge have led to the creation of physical barriers and disconnections both within the campus and the public realm. This interconnected web of transportation infrastructure has posed major challenges for future development. As the University pursued a strategy of acquiring contiguous parcels of land along Commonwealth Avenue over the past several decades, those interventions have allowed the campus to expand along an approximately 1.5 miles segment along Commonwealth Avenue from Kenmore Square to Packard's Corner. While recent improvements to Commonwealth Avenue have significantly enhanced public safety and public realm considerations of the campus in an east-west direction, the campus still remains effectively disconnected to its north-south adjacencies including the Charles River by the presence of transportation infrastructure..

Looking to the future, the renewal of this infrastructure beginning with Commonwealth Avenue from Boston University Bridge to Packard's Corner and the adoption of new priorities for more compact, pedestrian and transit oriented urban form, will provide significant opportunities to incrementally fill these voids, overcome barriers and re-establish a tightly woven urban campus at the Charles River Campus. To date, campus planning efforts have focused on reconciling internal and external pressures on the campus. Taking the lead from Boston University's strategic plan: "Choosing to be Great", Boston University has embarked on a strategy to integrate the earliest plans of the campus into a comprehensive vision for its future.





Commonwealth Avenue

BU BRIDGE

KENMORE SQUARE

5 Miles



## 1.1 Campus History

Founded in 1839 when a group of laymen and ministers from Boston met in a church on Bromfield Street to lay plans for a Methodist seminary, Boston University began as the Newbury Biblical Institute in Vermont. The school then relocated to Concord, New Hampshire, and finally, in 1867, to Boston, where it was renamed the Boston Theological Seminary. Two years later, Dean William Fairfield Warren and three Boston philanthropists petitioned the Massachusetts legislature to grant a charter for a university in the City of Boston, and in 1869, Boston University, as it is known today, was formally established. The University's original commitment to social equality and inclusiveness, as articulated by its Methodist and abolitionist founders, not only found a home in the cosmopolitan environment of Boston, but has flourished here ever since.

The University has undergone dramatic physical and academic transformations since its 1867 rebirth in Boston. There was no campus to speak of during the first decades, but rather a scattering of University-owned and -leased buildings around Beacon Hill, downtown, and in the South End. Facilities were shared with nearby institutions such as the New England Conservatory of Music and the Massachusetts Institute of Technology. While the lack of a core campus was consistent with the University's original educational emphasis, which stressed graduate study and professional development over extracurricular involvement and student services, several schools and colleges were founded, and various properties were rehabilitated.

In 1920, the growing University shifted course and bought 15 acres of recently filled land between Commonwealth Avenue and the Charles River (from Granby Street on the east to present-day University Road on the west), establishing a physical and symbolic presence. The nationally renowned architectural firm Cram & Ferguson developed a master plan for the new campus, named the Charles River Campus, which was implemented through the World War II era. Though many elements of the plan were never realized, the influence of the original architectural philosophy is evident in the classically handsome campus buildings of Marsh Chapel, the College of Arts & Sciences, and the School of Theology along Commonwealth Avenue.

After World War II, the University saw a dramatic increase in enrollment. To keep pace with the burgeoning student population and the demand for new programs and services, the University witnessed several decades of tremendous physical expansion, during which a majority of the row houses on Bay State Road were acquired, as well as Braves Field and many of the commercial and industrial buildings along Commonwealth Avenue's "Auto Mile."

The Sert Complex, which includes the George Sherman Union, Mugar Memorial Library, and the Law School Tower, was built between 1962 and 1966 and marked another significant development at the Charles River Campus, along with the University's association with internationally renowned architect Josep Lluís Sert. In this same era, housing was constructed for the burgeoning student population, with more than 3,500 student beds provided in West Campus, at Warren

Towers, and on Bay State Road. Boston University experienced a period of rapid physical and programmatic expansion between the 1980s and mid-1990s. The physical expansion during this era led to the development of several critically important research facilities and University initiatives, attracting top researchers in medicine, biomedical engineering, photonics, and other crucial areas. This evolution has helped to enhance not only the University's reputation as a center of innovation and enterprise, but Boston's, too. Boston University's positive influence on the physical environment is also evident in the dramatic improvements to Kenmore Square, which was once dominated by a disruptive nightclub scene and quality-of-life crimes. Hotel Commonwealth, originally developed and operated by the University, replaced the clubs and serves as an anchor to many successful businesses, bolstering the area economy and enhancing the student experience.

The trustees and administrators recognize the impact of undergraduate students on surrounding residential neighborhoods, and the construction of high-quality, on-campus housing has long been a top priority. In addition to continuous upgrades to existing housing stock, the University has constructed two new residential buildings at the John Hancock Student Village, which provide a total of 1,775 student beds.

Boston University has also actively pursued the development of its core campus, most notably through the construction of the School of Management, the Photonics Center, the Life Science & Engineering Building, and graduate student housing at 580 Commonwealth Avenue. With 16 schools and colleges across multiple campuses, the University is presently the largest of all private and public universities in New England.



Early Campus Under Construction



## Establishment of the Charles River Campus

For nearly 150 years, Boston University has played a vital role in the development of the City of Boston. The University has grown from an eclectic and geographically scattered collection of buildings on Beacon Hill and later Copley Square to a coherent urban campus fully integrated into the city and its surrounding neighborhoods. Over time, and particularly in the past three decades, Boston University has adopted increasingly sophisticated strategic planning practices that feature a strong commitment to a campus development process that values community input—and recognizes the institution's long-term visual, aesthetic, economic, and social impact on the city.

A century ago, the University's third president, Lemuel Murlin, was faced with a decision about where the University should develop a permanent campus. The options included a pastoral area in Brookline and undeveloped vacant land along the Charles River just west of the newly completed Back Bay. Declaring the University should remain "in the heart of the city, in the service of the city," he advised the trustees to purchase the riverfront land. During the 1920s, 15 acres of land were purchased just west of what would become known as Kenmore Square, establishing the base of the present Charles River Campus.

With land acquired for a permanent campus, the University could become more strategic in its approach to development. Since then, it has grown and evolved into a large institution with nationally and internationally renowned academic and research programs.

## 1920s–1950s: Visionary Planning

President Murlin hired famed architect Ralph Adams Cram to develop a master plan for the new Charles River Campus. Cram was an advocate of the Gothic Revival style of college design. Today, some of his most noted campuses can be seen at Princeton University and the United States Military Academy at West Point. For Boston University, Cram proposed a campus that extended, without break, to the Charles River, a linked ensemble of Gothic, cathedral-like structures facing the river, and a striking administrative tower that would tower over the academic wings. The original plan would have created a self-contained campus with ample room for expansion. In 1939, the first part of the Cram plan was implemented with the construction of the Charles Hayden Memorial Building and 675–765 Commonwealth Avenue.

### 1940s–1950s

The consolidation of the Boston University campus was spurred by the post–World War II growth in higher education enrollment. An influx of returning veterans and the subsequent "Baby Boom" generated three decades of surging demand for higher education and a significant expansion in undergraduate education. This was coupled with increased government support for research, which fostered opportunities for leading higher education institutions to expand research programs and graduate education. At Boston University, the pressure for additional space was relieved by the transformation of Bay State Road townhouses into offices and nearby hotels into dormitories. Housing needs were also met through the acquisition of properties in Audubon Circle at 14 Buswell Street and 514–522 Park Drive. Additional elements of the Cram plan were implemented through the construction of 675–765 Commonwealth Avenue. The 10-acre Braves Field site was also acquired for future expansion.

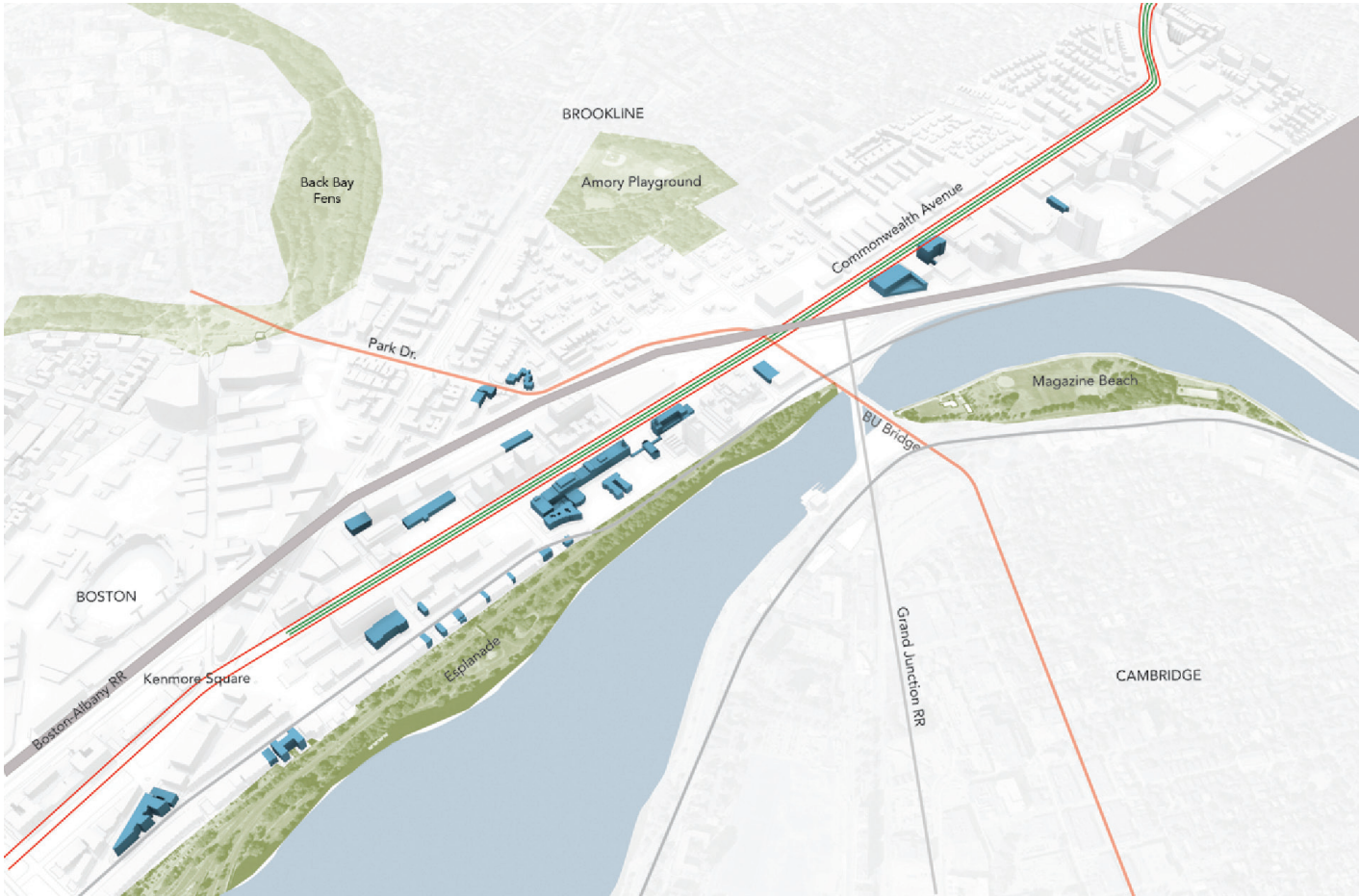
Fig 1.1 1920s–1950s: Visionary Planning



Murlin's Vision, 1920s



Cram's vision, 1930s





## 1950s–1960s Densification and Infrastructure Invasion

As was the case in many American cities, the City and the campus have been extensively fragmented by highway, state and city infrastructure. Commonwealth Avenue and Boston University Bridge have become an extension of the automobile infrastructure. Storrow Drive effectively disconnected the campus from the Charles River and the intricacy of various infrastructure elements posed major challenges for future development. These actions have had a profound impact on campus planning and development efforts to date as Boston University continuously seeks to reunify its campus.

This interconnected web of transportation infrastructure has posed major challenges for current and future development even as the Charles River Campus has expanded since the 1970's as major voids in the urban fabric continue to exist both within the campus and the public realm. During this period, the University strategically assumed ownership of contiguous parcels of land along Commonwealth Avenue. These interventions to expand have resulted in a campus that is currently one-and-a-half miles long on Commonwealth Avenue from Kenmore Square to the area near Packard's Corner. While recent improvements to Commonwealth Avenue from Kenmore Square to the BU Bridge as result of a major public and private partnership between Boston University, the City of Boston and the Commonwealth have resulted in significant improvements to the public realm, pedestrian safety and the addition of the City's first dedicated lane for cyclists, the campus remains disconnected from the Charles River and within the campus due chiefly to the presence of public infrastructure.

### 1960s

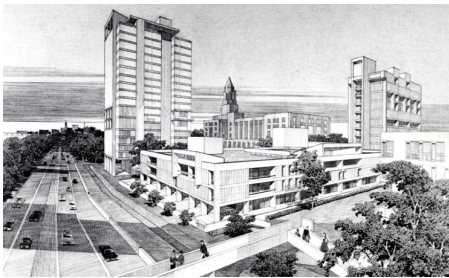
The University continued to grow in the 1960s and experienced its greatest potential for campus expansion as a result of the emptying of dozens of auto showrooms, warehouses, and garages that lined Commonwealth Avenue. With the exodus of car dealers from Boston's "Auto Mile" to the suburbs, the University creatively repurposed formerly industrial and commercial properties into academic and research uses. Along Cummington Street, warehouses became science classrooms and laboratories and further west on Commonwealth Avenue, auto showrooms became offices, art studios, and retail spaces.

Boston University also undertook considerable new construction to meet a growing demand for space and to further consolidate the campus. In the early 1960s, a master plan for a portion of the campus was developed by Josep Lluís Sert, dean of Harvard's Graduate School of Design. The fruits of Sert's planning and design efforts were the construction of the School of Law and Pappas Law Library, the George Sherman Student Union, and the Mugar Library. In addition to the Sert-designed buildings, the University also constructed more than 3,500 dormitory bed spaces in Warren Towers; Sleeper, Claflin, and Rich Halls on portions of the former Braves Field in West Campus; and in the Towers residence hall on Bay State Road. The College of General Studies was constructed at 811- 871 Commonwealth Avenue in West Campus.

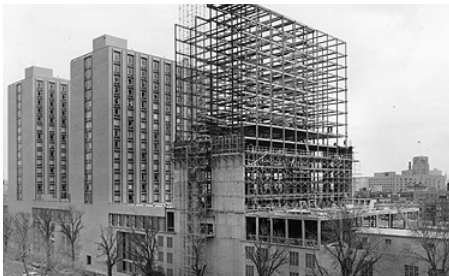
**Fig 1.2** 1950s–1960s: Densification and Infrastructure Invasion



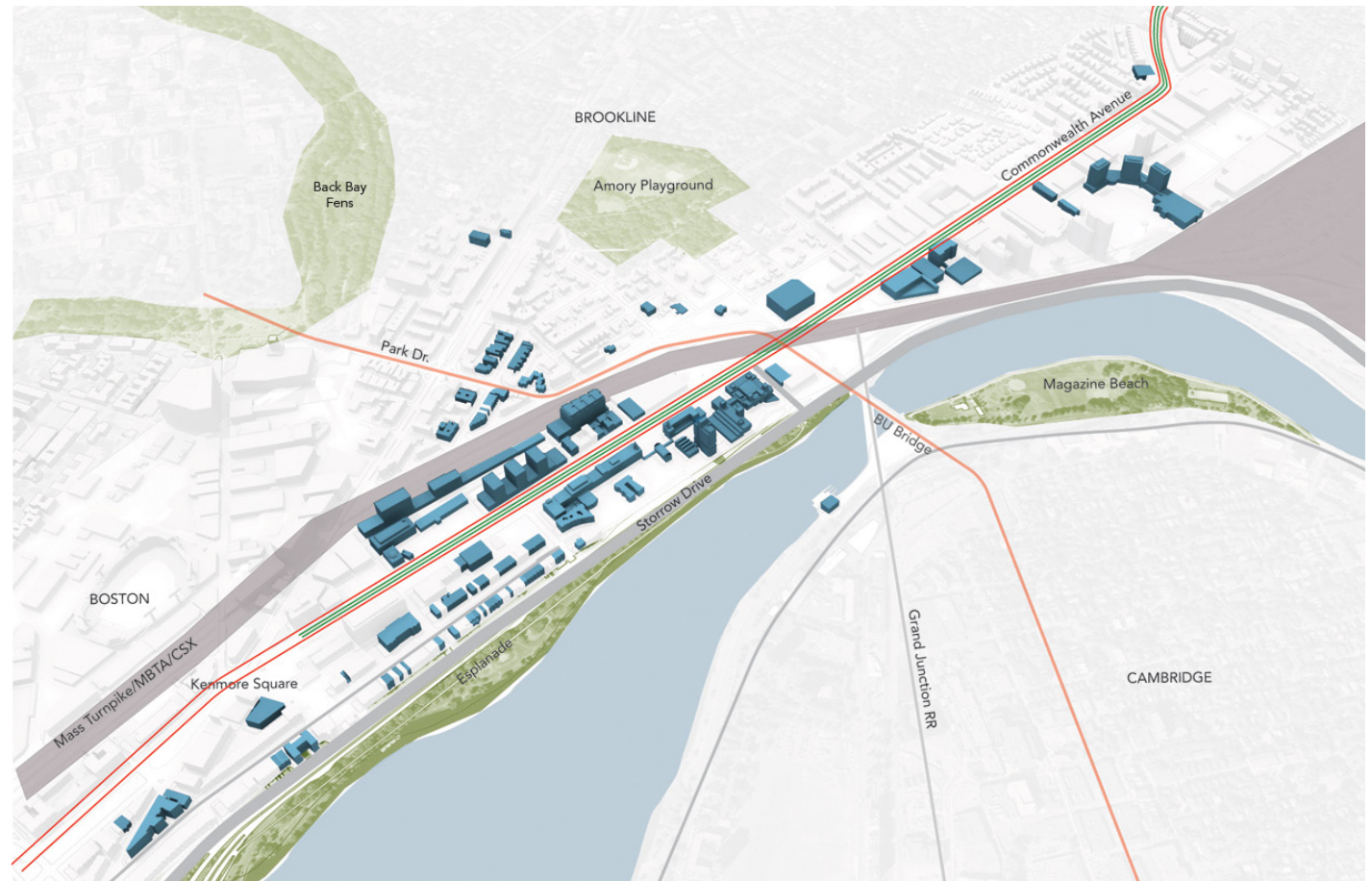
Storrow Drive after construction, 1951



Sert's vision, 1964



Warren Towers, 1966





## 1970s–2000s: Strategic Expansion

In reaction to the undesirable infrastructure, the City and campus deemphasized the construction of additional roadways in order to fill major voids in the urban fabric. During this period, the University strategically assumed ownership of contiguous parcels along a 1.5 mile corridor from Kenmore Square to Packard's Corner. The campus area doubled during this time to 113 acres.

From the late 1970s through the 1990s, Boston University continued to upgrade and rehabilitate various properties within its core campus. In the early 1980s, the new Metcalf Center for Science & Engineering was built on Commonwealth Avenue at Blandford Mall by combining two warehouses. Efforts to beautify the campus, including the creation of George Hart Way and Warren Alpert Mall along Bay State Road, were recognized by the Commonwealth of Massachusetts in 1976 with an environmental awareness award.

In the late 1980s, the University completed the Sargent College building on Commonwealth Avenue and additional research facilities for the Departments of Physics and Biology on Cummington Street. Throughout the 1990s, more buildings were constructed in the center of the campus, including the School of Management (1996), the Photonics Center (1997), the Life Sciences and Engineering building on Cummington Street (2005) and the graduate student residence at 580 Commonwealth Avenue (2004).

### 2000s

During the 1980s, the University had acquired the Commonwealth Armory site, which provided 10.2 acres of new land for future campus expansion. In 2000, after a lengthy master planning process with the community and the city, the first phase of housing on the site, now called the John Hancock Student Village (10 Buick Street), was completed. In 2002, the Boston University Track & Tennis Center was completed (100 Ashford Street) to replace the Armory track facility. The next phase of development at the John Hancock Student Village included the completion of the Agganis Arena (2004) and the Fitness & Recreation Center (2005). The second phase of housing on this site, at 33 Agganis Way, was completed in 2009. With these projects, the University has substantially reduced the pressure from its students on the area's private housing market. It should be noted that the development of the Fitness & Recreation Center was undertaken, in part, to increase the demand for on-campus housing by undergraduate students.

Since the original acquisition of land along the Charles River in the 1920s, Boston University has sought to create a vibrant and attractive campus, which supports academic excellence and enriches student life in the heart of the city. Through decades of renovation, new construction, and investment in public infrastructure, the University has created a cohesive campus from a disparate series of properties. The Charles River Campus Institutional Master Plan (IMP) will help set the stage for future improvements that will continue to unify and enhance the Charles River Campus and further integrate it into the fabric of the city.

**Fig 1.3** 1970s–2000s: Strategic Expansion



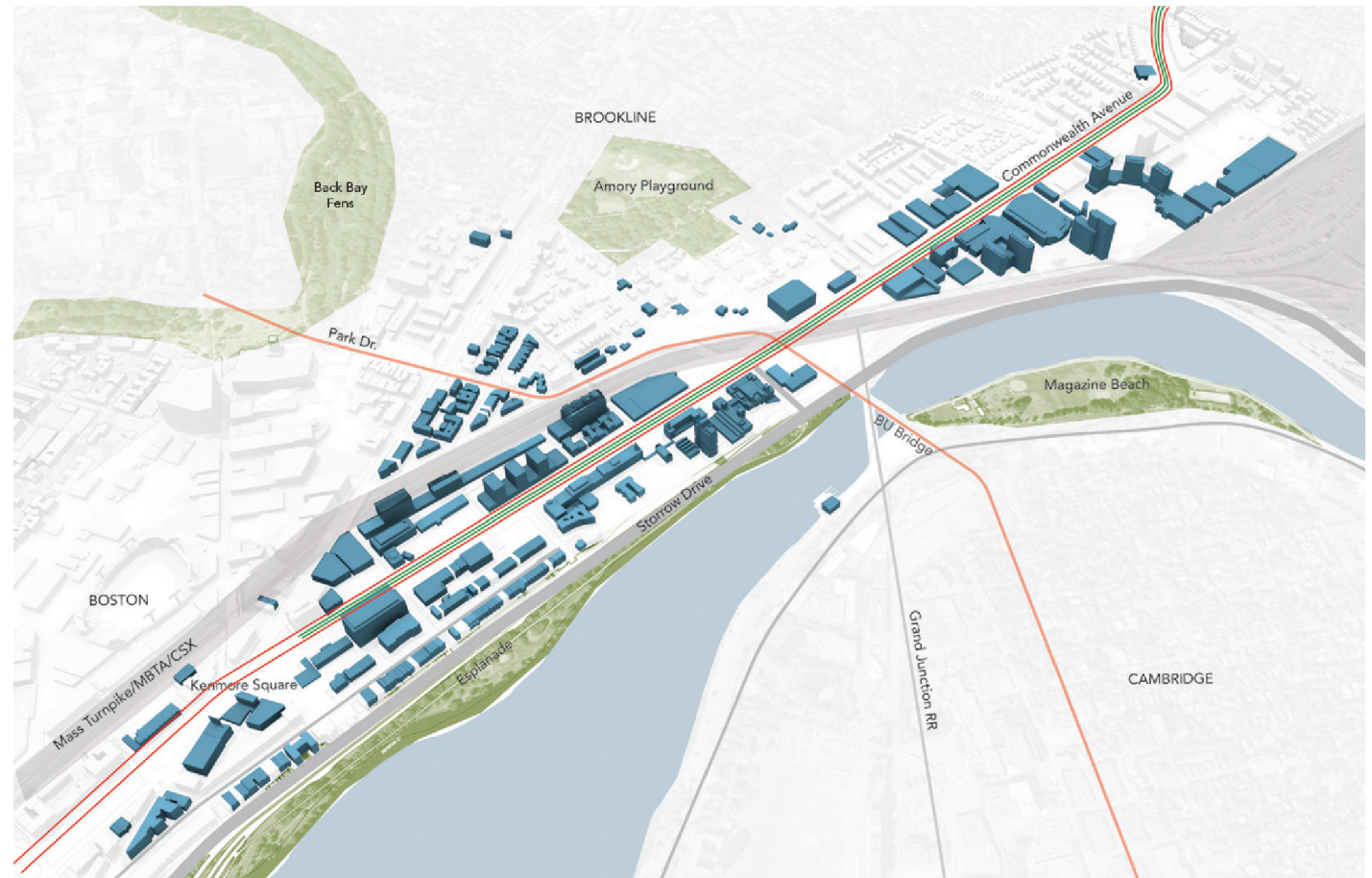
Metcalf Center for Science & Engineering, 1980s



Photonics Center, 1990s



West Campus: Student Village, 2000s







Audubon Circle



Charles River

## 1.2 Boston University Neighborhood Context

Boston University has developed its campus vision in consideration of its mission, riverfront location, proximity to historic neighborhoods and the insertion of major transportation infrastructure within the heart of its campus. Boston University is now surrounded by well-established, distinctive neighborhoods, which provide a context for its ongoing development. This section illustrates the distinctive character of each area.

### Bay State Road

Bay State Road weaves together historic brownstones and a mix of newer institutional buildings. The elegant, attractive, and charming brownstones overlook a tree-lined street and the Charles River; these University-owned properties have been restored and upgraded over the years using historically appropriate methods and materials. In 1994, the Boston Preservation Alliance awarded Boston University its preservation award “for the outstanding restoration and stewardship of the many historic properties of Bay State Road.” Larger and newer residential and institutional buildings are typically located on the

corners of intersecting streets, such as the recently completed Center for Student Services at 100 Bay State Road.

### Kenmore Square

Kenmore Square is located at the intersection of Commonwealth Avenue, Beacon Street, and Brookline Avenue and is a major transportation hub and thriving commercial center. Considerable investments made by Boston University since the late 1970s have helped transform Kenmore Square from an unattractive collection of dated, often vacant retail establishments, bars, and clubs into a vibrant, aesthetically pleasing, pedestrian-friendly public and commercial area. Starting with the establishment of the Boston University Bookstore in the early 1980s (now Barnes & Noble @ Boston University) to the opening of the Hotel Commonwealth in 2004, Boston University’s investments in the north and south areas of Kenmore Square have also served to facilitate other major additional improvements. For example, the University contributed funding to reconstruct the MBTA Kenmore Station and the surrounding road





Kenmore Square



Cottage Farm

network, streetscape, and sidewalks. The dramatic transformation of the square into a dynamic, mixed-use center at the gateway to the University campus was also accomplished with critical support and significant input from important stakeholders, including the City of Boston, the Commonwealth of Massachusetts, Kenmore Business Association, and the Boston University Community Task Force. The University's role in this public-private partnership has significantly contributed to its identity as a good neighbor.

### Audubon Circle

Audubon Circle is a residential and mixed-use area immediately south of Boston University's Charles River Campus. The neighborhood is known for the diversity of its residents, ranging from students to families and young professionals. The Audubon Circle itself is a historic landmark at the intersection of Beacon Street and Park Drive, and is currently undergoing a redesign as part of streetscape and roadway improvements by the City of Boston.

### Allston

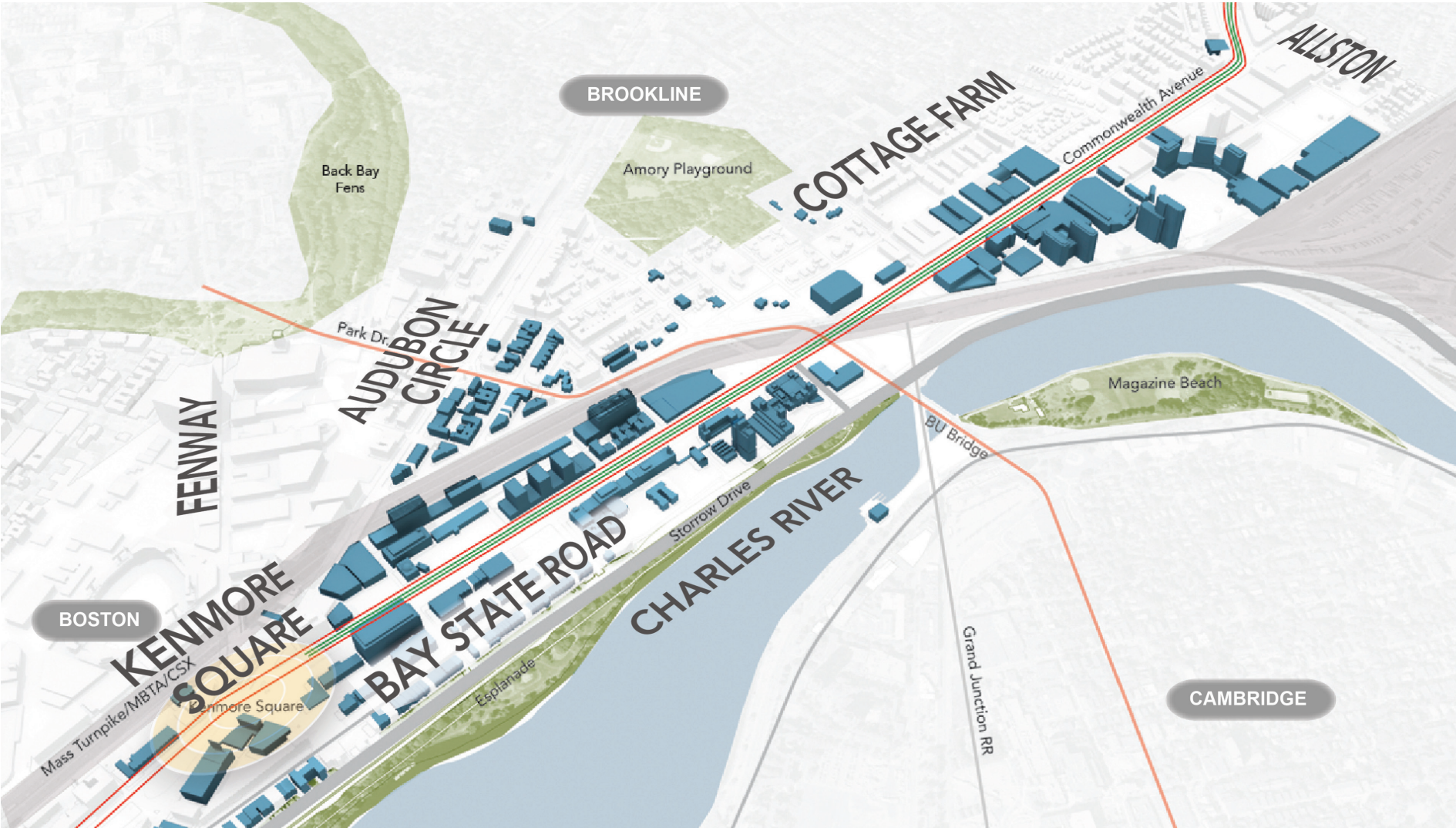
The area of Allston abutting Boston University's West Campus includes the residential areas south of the CSX freight yards and north of Commonwealth Avenue. The area is comprised of predominantly brick apartment buildings, triple-deckers, and other multi-family homes. It has a diverse mix of residents from many ethnic backgrounds, along with a strong student presence. Nearby Packard's Corner and Brighton Avenue provide vibrant shopping districts.

### Cottage Farm

The Cottage Farm neighborhood in the Town of Brookline is located on the southwestern quadrant of Boston University's Charles River Campus between Mountfort Street and Beacon Street. The area is predominantly residential with most homes dating back to the mid-nineteenth and early twentieth centuries. The Cottage Farm district is listed on the State and National Registers of Historic Places and is a Brookline Local Historic District.



**Fig 1.4** Boston University Neighborhood Context





## Fig 1.5 Adjacent Development Areas

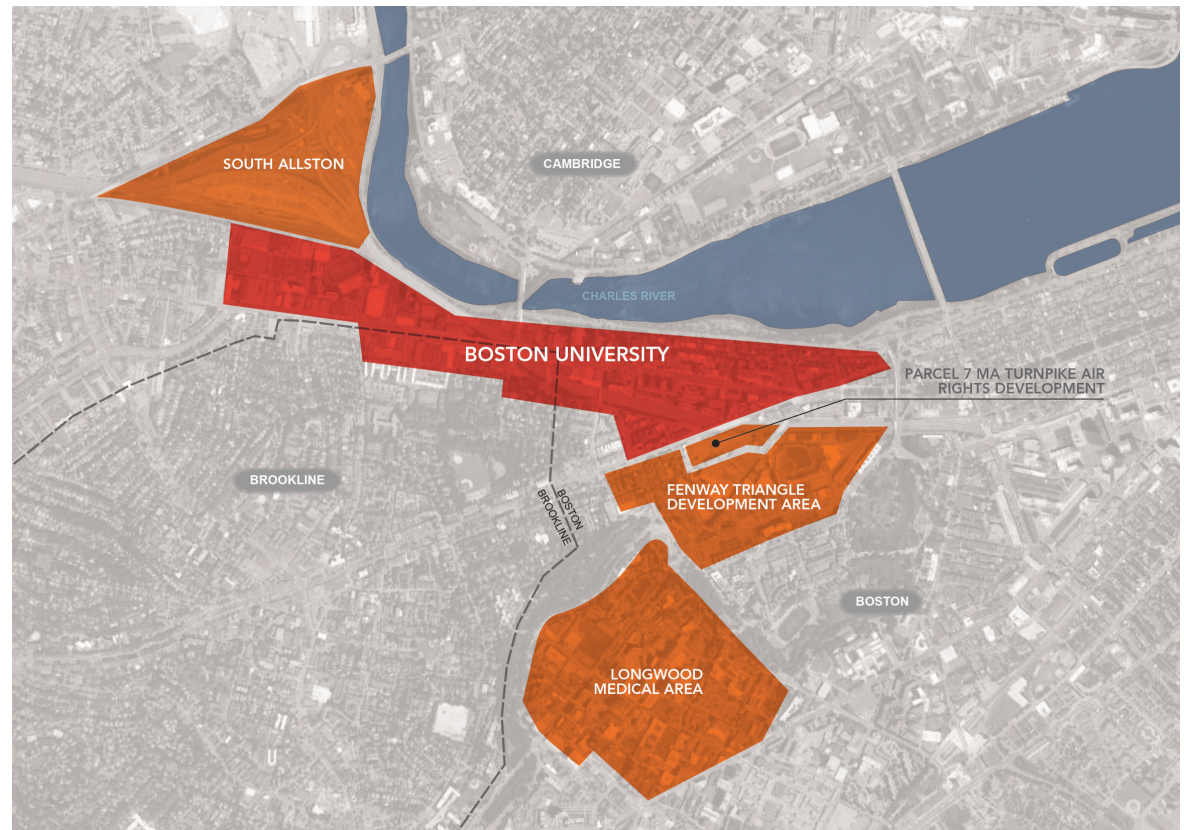
### Charles River

The Charles River, while not a neighborhood, serves as a strong geographic element in the identities of Boston University and the City of Boston. The Charles River is an actively used recreational area, with sailing, rowing, and boating activities underway on an almost year-round basis. The Boston and Cambridge shorelines are also popular sightseeing spots. The open space along the southern bank of the Charles River abuts the University's campus, and there are pedestrian overpasses providing connections to the riverside parkland. The Charles River Basin is listed in the National Register of Historic Places and is managed by the state's Department of Conservation and Recreation (DCR). The Charles River Esplanade was designated as a Local Landmark in Boston in 2009.

### A Dynamic, Evolving Context

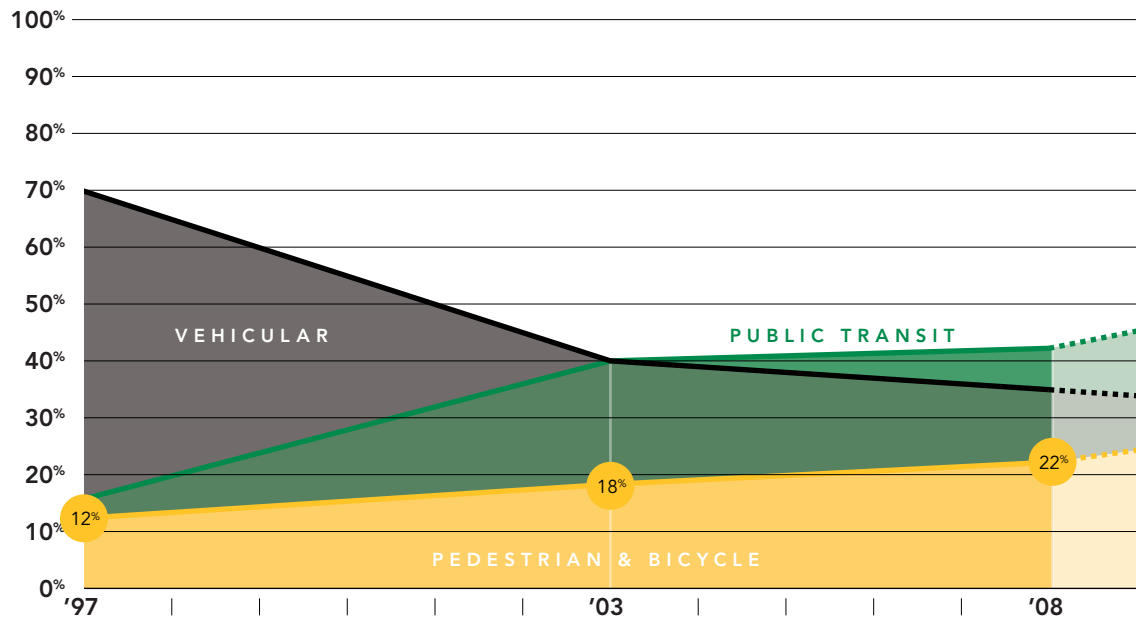
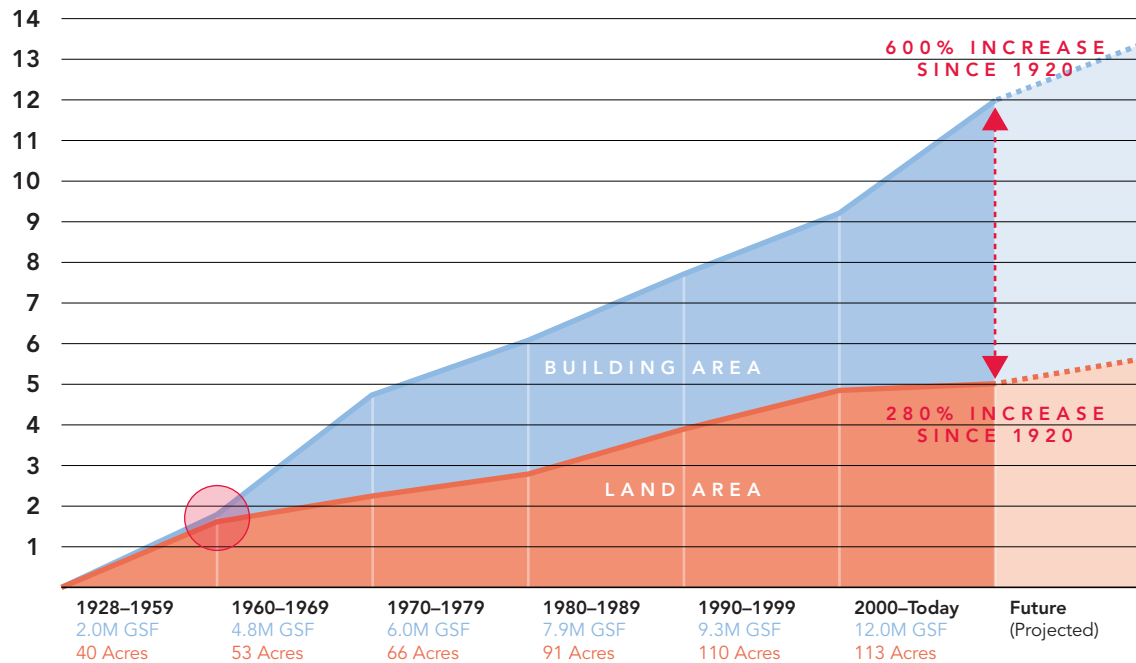
The Charles River Campus is situated in a geographically sensitive area that is bounded by important regional infrastructure, potentially large-scale real estate development initiatives and more remotely, major hubs of economic activity. To the northwest of the campus lies the CSX rail yard at Beacon Yard, a potentially major development site for Harvard University. To the south of the campus near Kenmore Square, lies the planned 1.3 million square foot, Parcel 7 development which lies within the burgeoning Fenway Triangle area. Further south, lies the Longwood Medical Area (LMA), a center of academic medicine and life sciences-sponsored research.

In certain areas, the current infrastructure that surrounds the campus is badly deteriorated and requires repair and in some instances, replacement. Several new infrastructure projects that will improve these conditions have recently been completed or are in the planning stages. Of note, the recent rehabilitation of the Boston University Bridge and the planned reconstruction of the deck over the Massachusetts Turnpike on Commonwealth Avenue are major improvement initiatives.



Future transportation infrastructure projects such as the proposed Urban Ring circumferential public transit route may help to improve mobility, but also introduce further physical complexity to the area. Infrastructure concerns along with planned future development in the immediate area will further intensify the pressures on this already overburdened area.





Source(s): Tetra Tech Rizo 2007-2008, Massachusetts DEP 2003-2008, BU IMP Ride-share Report 1997

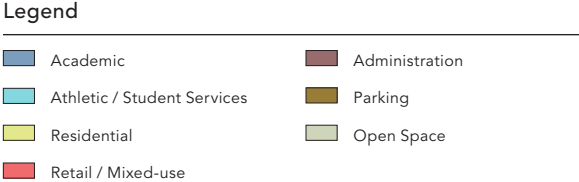
### 1.3 Mixed-Use and High Density Campus: An Urban Ideal

In spite of the above challenges and circumstances, over the course of the past several decades, the Charles River campus has succeeded in creating a well established foundation upon which to build a more vibrant and cohesive campus. Mixed use developments in and around the core campus, increasing the on-campus housing for students and University-assisted public realm improvements have transformed the campus into a much more pleasantly active urban environment.

In addition to Boston University's institutional presence, throughout the approximate 1.5 mile-long corridor along Commonwealth Avenue over seventy-five retailers and companies have established businesses in this commercially vibrant area.

Another remarkable quality of the Boston University Charles River Campus is its density. Over the last century, the campus land area has grown by approximately 2.5 times while the building area by 5.3 times. This growth in density has been chiefly accomplished through building out low-density or vacant parcels. At the same time, the University has focused on housing most students on campus and thereby reducing the automobile mode share to 35% today from 70% in 1997 while simultaneously increasing the bike, walk and transit mode share to 65%. The parking ratio of the institution today compares favorably to other areas, including downtown Boston, at approximately 0.25 spaces/1,000SF. This pattern is also reflected in the low number of vehicular trips generated by Boston University, which contributes only 7-11% of the total traffic in the area.

Fig 1.6 Mix of Uses on Campus



Bike lane on Commonwealth Avenue



Green Line, BU East outbound



BU shuttle bus service





## 1.4 Commonwealth Avenue: The Core of the Campus

Extending approximately 1.5 miles from Kenmore Square to Packard's Corner, the physical identity of the Charles River Campus is strongly influenced by Commonwealth Avenue. This major thoroughfare serves as both a major transportation spine and the heart of the campus. The historic Marsh Chapel Plaza anchors Boston University's first constructed buildings on the Charles River Campus as designed by architects Cram and Ferguson. Adjacent and further west on Commonwealth Avenue lays the George Sherman Union (GSU) Plaza, an important public space on the northern edge of Commonwealth Avenue that serves as an entry point to John Luis Sert's congregation of structures that serve the Boston University Law School and all students of the University who utilize the GSU. The architectural character and urban form of this section of Commonwealth Avenue is very distinct from the monumental Back Bay section with its uniform building scale and continuous street wall with median open space. Throughout the length of the Boston University Campus, the median of Commonwealth Avenue is occupied by the Green Line Trolley and the urban form is defined by street wall punctuated by a series of well scaled and well-used open spaces such as the Marsh Plaza.

The activity of student life along this boulevard makes this section of Commonwealth Avenue unique. In addition to the Green Line Trolley, the pedestrian traffic of upwards of 2000 people/hour during peak hours makes Commonwealth Avenue one of the most vibrant and heavily-travelled streets in the City of Boston.

Recognizing the importance of Commonwealth Avenue, a highly successful public-private partnership was initiated by Boston University, the City of Boston's Department of Public Works and Transportation Department and the state's Executive Office of Transportation that resulted in a significant investment by the University in major safety, aesthetic and transportation improvements to the portion of Commonwealth Avenue from Kenmore Square to the BU Bridge. These improvements were accomplished through the installation of wider sidewalks, tree plantings on both sides of the Avenue and median, period appropriate streetlights and articulated crosswalks. The removal of an unnecessary third travel lane allowed for the installation of the first bike lanes in the City of Boston and effectively improved safety conditions for pedestrians and cyclists. Boston University contributed funds toward the design and construction of this phase of improvements and provides ongoing maintenance of the plantings along this segment of the Commonwealth Avenue corridor. The same planning and treatment is now being planned by the University in conjunction with the same stakeholders noted above to the area from BU Bridge to Packard's Corner.





Commonwealth Avenue: Phase 1 improvements



Busy sidewalk on Commonwealth Avenue



Street trees and sidewalk improvements



Busy sidewalk at Agganis Arena



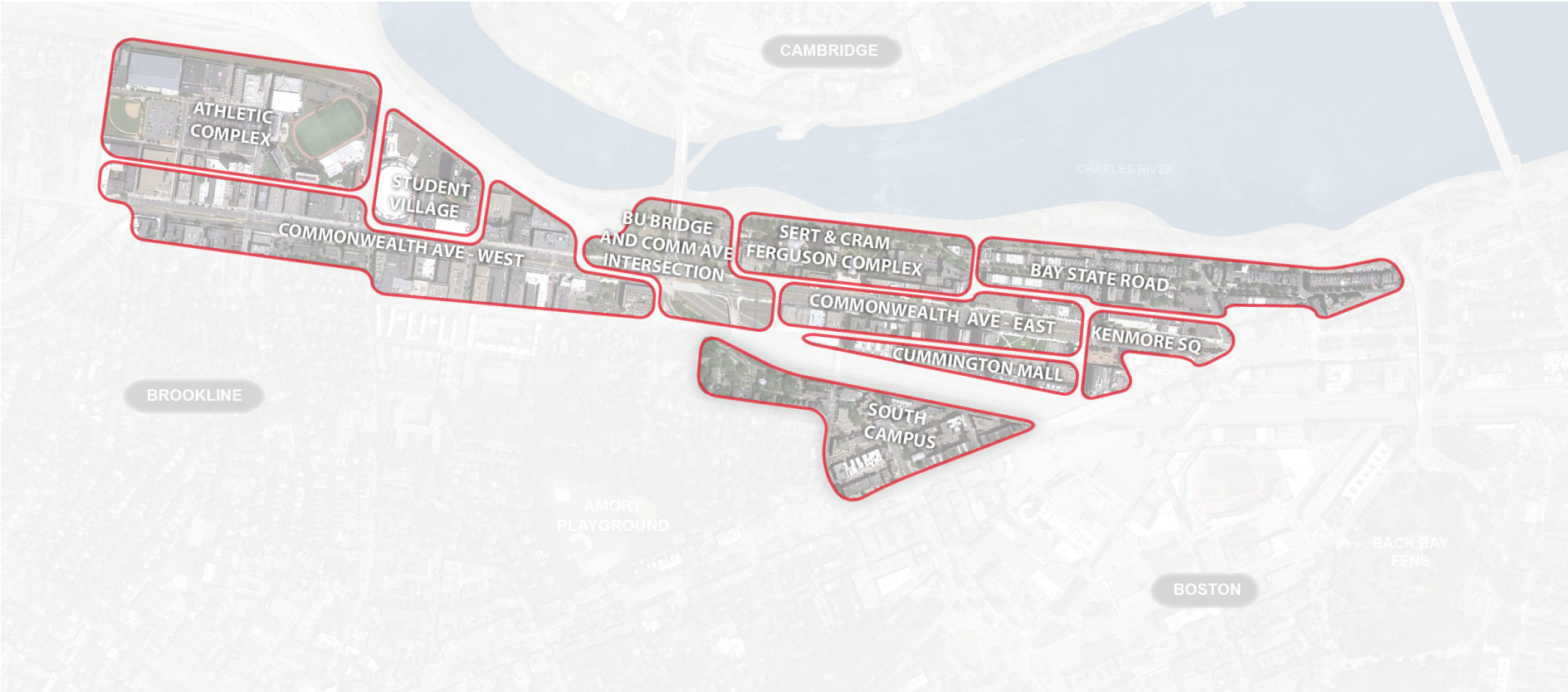
Marsh Chapel on Commonwealth Avenue



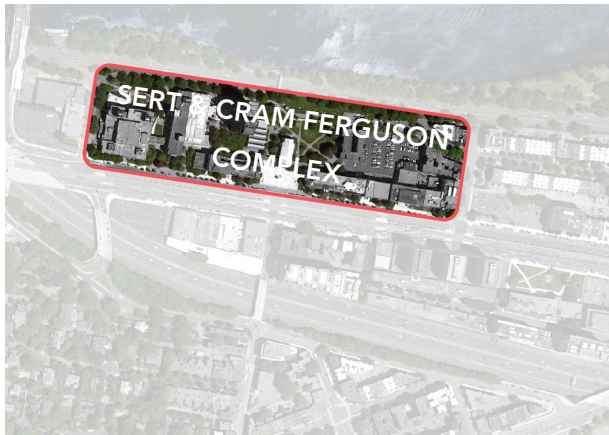
## 1.5 Campus Character Areas

Boston University's 113 acres has evolved over the last century into an active, urban, mixed use setting that is attractive to the student body. Over time, this 1.5 mile long campus has developed different character areas with distinct qualities based on architectural character and scale, historic significance, type of student activities or through concentrations of certain types of academic facilities. Physically, some of these areas remain disconnected by infrastructural barriers and/or are located near the river, but separated from it. The very center of the campus at the intersection of Commonwealth Avenue and BU Bridge is currently an area of conflict between pedestrians, motorists, cyclists and public transit users. As campus development has grown along Commonwealth Avenue on an east-west axis, the center of the campus has become denser due in a large measure to the presence of the Marsh Plaza and Sert complex and the location of major teaching and research facilities.

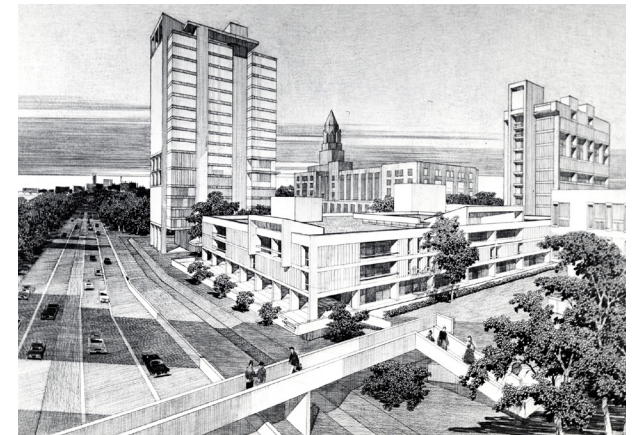
**Fig 1.8** Existing Campus Character Areas







Sherman Union Plaza



Sert Complex

## Sert & Cram Ferguson Complex

Designed as cohesive ensembles, both the Sert and Cram Ferguson Complex have strong architectural character, language and integrity that transcend both individual as well as city scale. Any architectural intervention in this area should be highly respectful of this context and reflect the scale and architectural elements of the buildings.



BU Beach



Marsh Plaza on Commonwealth Ave



The TSAI Performance Center







## Bay State Road

Bay State Road is the historic Back Bay block extension with a beautiful street wall of 3-4 story brownstones with front gardens and stoops. Much like Back Bay, block corners are occupied by more significant buildings such as the corner of Deerfield Street and Bay State Road. Any new buildings should maintain the street wall scale along Bay State Road, be highly respectful of architectural character and not radically change the character and visual integrity of the street. The intersection of Beacon Street and Bay State Road is currently a wide, yellow painted asphalt intersection. This area has potential to become yet another gateway and a public space by reorganizing the traffic and reclaiming the asphalt.



Bay State Road residences



Bay State Road from Myles Standish



The Castle at Bay State Road



Myles Standish at the intersection of Beacon Street and Bay State Road





## Commonwealth Avenue — East of BU Bridge

Commonwealth Avenue serves as the backbone of the campus and is bounded by a diverse mix of uses, including active ground floors with various types of retail and unique architectural character starting from the Sert and Cram Ferguson Complex, Warren Towers, brownstones between St. Mary's and Granby Streets, respectively, and the School of Management and Alfred Morse Auditorium. While there is no desire to create a unified urban expression in this area, it is important that buildings respond to the immediate context around them and maintain the dynamism of the boulevard through highly unique architectural expression, transparent and active ground floors and a strong street wall.



Retail along Commonwealth Avenue



Morse Auditorium



Plaza at Metcalf Center

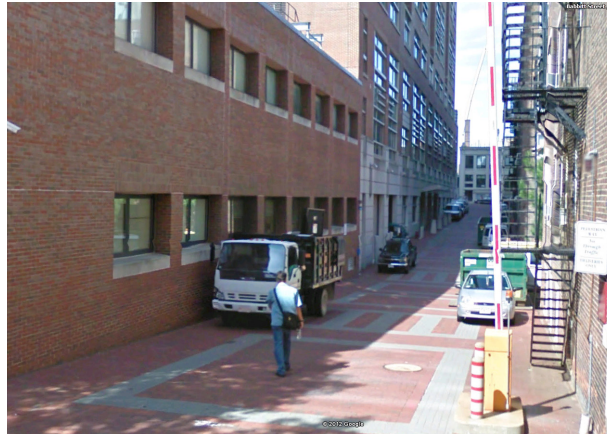


Retail along Commonwealth Avenue at St Marys Street



Retail along Warren Towers





Babbitt Street Alley Way



Hinsdale Mall looking towards College of Engineering

## Cummington Mall

Cummington Mall consists of an organically grown triangle and a combination of low-rise former industrial buildings and emerging Science and Research Campus buildings. With the recent acquisition of Cummington, Blandford and Hinsdale Streets, this area now known as Cummington Mall will provide the University with future development opportunities in the Central Campus to expand and create the next new identity for Boston University. This area has the ability to stitch the campus together both in east-west and north-south directions. It is also a critical launching pad to enable the future development of Turnpike Air Rights Parcels 4, 5 and 6 thereby enabling future expansion of the campus and its connections across the Turnpike.



Life Science and Engineering Building along Cummington Mall



Cummington Mall looking towards Photonics Center



Cummington Street plaza





Proposed New Balance Field



Nickerson Field



Agganis Arena



33 Harry Agganis Way





Commonwealth Avenue looking East



Commonwealth Avenue looking West

## John Hancock Student Village PDA

The John Hancock Student Village has been one of the most important and visible campus developments at the University in its history. The approved plan for development of the 10.2 acre site included housing for 2,300 students, indoor recreational facilities, an arena and convocation center, and parking for 1,000 cars. The redevelopment of this area is a successful story of converting a post-industrial area into a thriving vibrant hub of student housing, recreation and athletics. Agganis Arena itself is a regional attraction, hosting BU events, concerts, family shows, sporting events, trade shows and conferences throughout the year.

The John Hancock Student Village highlights the history of the former Commonwealth Armory used to occupy the site by incorporating armory facade elements such as shields and insignia into the site's design elements along the Promenade and in effect creating an historical interpretive display. The student residence towers situated at the back of the site have a strong visual presence in the skyline of Boston along the Charles River, particularly with their slender proportions.

## Athletic Complex

Immediately west of the John Hancock Student Village is Nickerson Field and other athletic facilities along with additional student housing.



Student Village - Phase II



Nickerson Field - Athletic Complex



Agganis Arena and Student Village

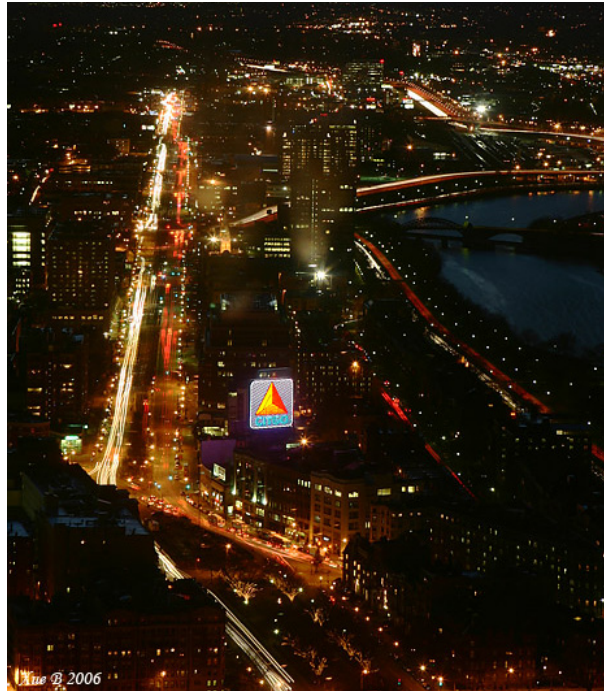
## Commonwealth Avenue — West of BU Bridge

Once considered Boston's "Auto Mile", this area of Commonwealth Avenue still contains auto dealership buildings from the 20th Century that have been successfully repurposed by Boston University.





Kenmore Square Bus Station



## Kenmore Square

Kenmore Square is a major transportation hub and thriving commercial center of Boston. Considerable investments made by Boston University since the late 1970s have helped transform Kenmore Square from an unattractive collection of dated, often vacant retail establishments, bars, and clubs into a vibrant, aesthetically pleasing, pedestrian friendly public and commercial area.. The Square should be celebrated as a dynamic mixed-use center as well as a gateway to the University.



Kenmore Square



Commonwealth Avenue





## BU Bridge and Commonwealth Avenue Intersection

The area at the intersection of Boston University Bridge, Commonwealth Avenue and Mountfort Street is the geographic center of today's BU campus. This intersection holds major strategic importance not only for the Cities of Boston and Cambridge and Town of Brookline, but also to regional economic vitality. This area is currently a vital vehicular link between the western region and economic and entertainment centers to the south including Fenway Park and Longwood Medical Area. Unfortunately, this area is also a dysfunctional remnant of 1960's infrastructure planning with major conflicts between all modes of movement. The area processes 60,000 automobiles per day in a highway cloverleaf form in the middle of the urban fabric and attracts 20,000 pedestrians per day who pass through it under extremely unsafe conditions. Both bicycle and pedestrian numbers have almost quadrupled in the last decade showing a resurgence of the area despite heavy vehicular traffic.



Significant Automobile Traffic



Significant Automobile Traffic



Conflicts at Commonwealth Avenue and Essex Street



Difficult Pedestrian Conditions

## Pedestrian and Bicycle Volume Trends

**21,000**

Number of pedestrians (approximate) cross the

Commonwealth Avenue/ BU Bridge each day.

Pedestrian Volume

+ 48%> 1987-2001  
+ 36%> 2001-2007  
**+ 40%> 2007-2009**

Bicycle Volume

+ 48%> 1987-2001  
**+ 50%> 2001-2010**





## South Campus

South Campus is a predominantly residential area with 3-4 story brownstones resembling the character of much of the Audubon Circle area. The area plays a strategic role in making some important connections between the Central Campus and areas to the South. Of importance are connections across the Future Turnpike Air Rights and connection to Parcel 7 Development and the Yawkey Way Station. Mountfort Street will play a prominent role in establishing the connections to the Turnpike Air Rights and also act as an important boulevard providing a dedicated right of way for the future Urban Ring.



Buswell Street



St Marys Street



St. Marys Street



Mountfort Street

## 2.0 Campus Planning Principles

In order to further the goal of establishing a more cohesive campus with tangible public realm benefits, the University supports the long term urban design planning principles and objectives listed below for its proposed projects and public realm initiatives. Building design for proposed institutional projects is subject to ongoing design review through the Article 80 process. This section is not intended to be a

substitute for any project-specific design review that the University may be required to undertake in the future, but rather is a statement of general urban design planning principles on how proposed projects and opportunities for future public realm initiatives relate to the Boston University campus and surrounding urban context.

### A

#### Shape Growth in Integrated Zones

- Zones Set Criteria for Urban and Architectural Interventions
- Connect Isolated Pockets of Activity
- Overcome Infrastructure Barriers

### B

#### Enhance the Public Realm

- Forge North–South Connections
- Enhance East–West Connections
- Expand and Improve the Urban Realm
- Improve Student Life on Campus

### C

#### Develop a Mixed-Use, High-Density Urban Campus

- Exploit the Urban Advantage: Mixed Uses
- Generate Opportunities for Growth and Infill
- Make Each Building Contribute to the Campus Vision
- Strive for Architectural Excellence



## 2.1 Shape Growth In Integrated Zones

The existing character areas of the Charles River Campus are highly active, vibrant and integrated into the city. However, these areas are isolated from one another because of infrastructural barriers and other factors. However, there is an opportunity to overcome these barriers and to create a cohesive urban campus in the future.

Campus Zones are contiguous geographic areas that are based on certain architectural, cognitive and way finding considerations. They are not land use or density based, for this area of the city has a diversity of scales and forms throughout. In order to better define the zones an illustrative zone description has been developed along with descriptive criteria.

### Central Campus

The Central Campus is bounded by Commonwealth Avenue, the Charles River, University Road and Silber Way. This area will continue to serve as the academic and research focal point of the University and central identity of the campus with community facilities such as Marsh Chapel, Mugar Library, George Sherman Union, and the new Admissions Reception Center and 565 Commonwealth Avenue projects as its anchors. This area is the academic core of the University. New and renovated academic buildings have been proposed for 645-655 Commonwealth Avenue and for the Boston University Law School at 763-767 Commonwealth Avenue with each further strengthening the core idea of an academic zone while improving the public realm.

### South Campus

The South Campus is located south of Commonwealth Avenue extending to Audubon Circle including the Massachusetts Turnpike Air Rights area and bounded on the east and west by Blandford and St. Mary's Streets. In the near term the focus of this area will be to

develop a state-of-the-art science, research and engineering cluster around the new Cummington Mall. In the long term, the University's buildings along the Turnpike will serve as gateway structures for proposed air rights development on the Massachusetts Turnpike in the future. The future air rights development adjacent to the Turnpike will provide major regional benefits and serve to knit together the Cummington Mall and current South Campus areas creating a new cohesive South Campus Precinct. The College of Engineering and College of Communications projects located at 30-38 Cummington Mall and 640 Commonwealth Avenue, respectively, have been identified as proposed institutional projects for this section of the campus.

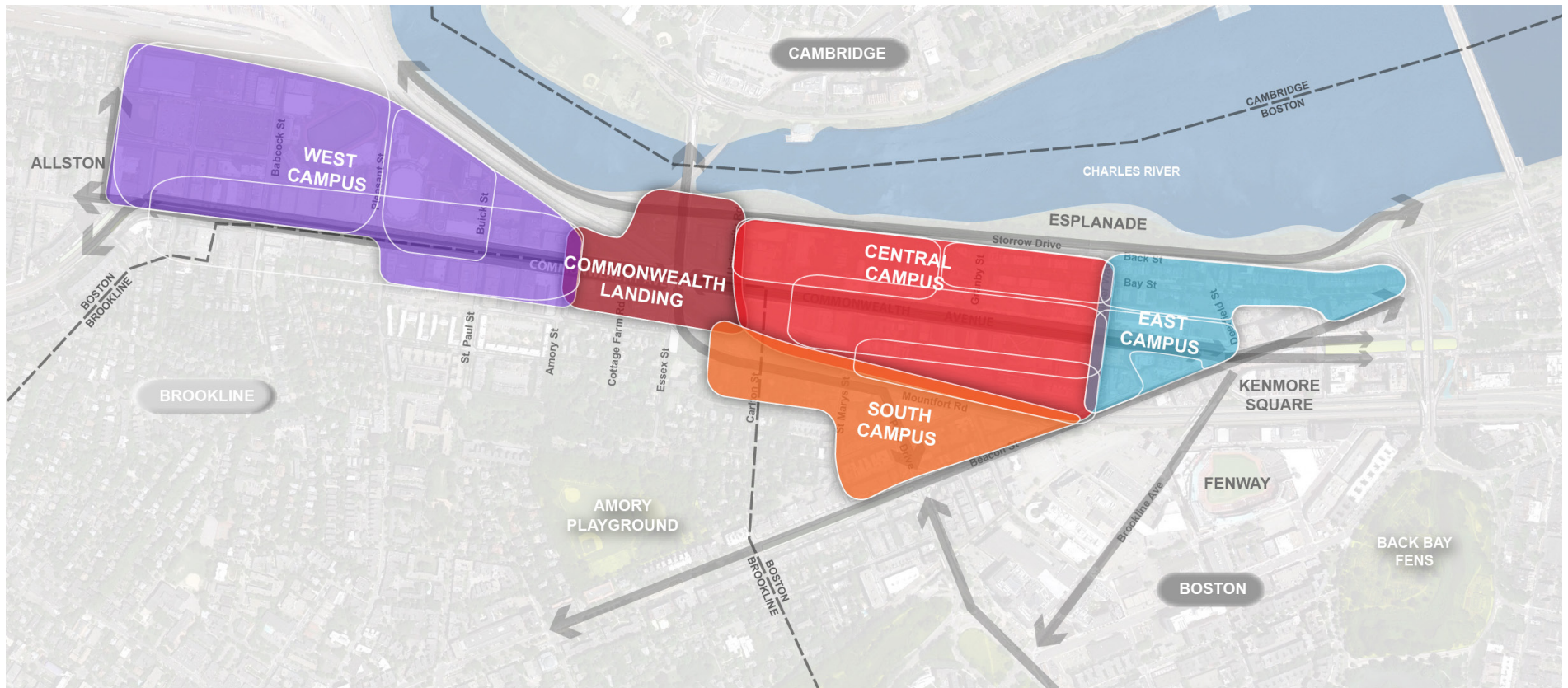
### East Campus

The East Campus is characterized by academic, residential, office and mixed uses and is proximate to Kenmore Square bounded by Silber Way, Beacon Street and Storrow Drive on its east, south and north side, respectively. This area will continue to serve as a gateway to the campus from Boston following decades of University investment and redevelopment efforts in this vicinity. Specific sites along Commonwealth Avenue and Deerfield Street have also been identified as potential sites for future mixed-use development along with University uses. The Myles Standish Hall renovation and 130 Bay State Road projects have been identified as proposed institutional projects in this area of the campus. In addition, the area at the corner of Beacon Street and Bay State Road will be the location of new pocket park that will serve as an important new gateway to the campus to the east.

### West Campus

The West Campus is located west of the Boston University Bridge and is primarily concentrated on the north side of Commonwealth Avenue. This area serves as the major locus of University student residential

**Fig 2.1** Proposed Campus Zones



housing, athletic and recreational facilities as well as the Agannis Arena/BU Fitness and Recreational Center. This precinct will likely continue to be a predominantly residential and recreational use area of the campus in the long term along with other University uses. The Student Village III project along with the proposed New Balance field will strengthen this identity of West Campus.

### Commonwealth Landing

The area at the intersection of Boston University Bridge, Commonwealth Avenue and Mountfort Street is the geographic center of today's Boston University campus. As noted earlier, this intersection serves as an important major regional hub for the Cities of Boston and Cambridge and Town of Brookline and as a vital vehicular link between

the universities located in Cambridge, the western suburbs and the institutions of the Longwood Medical Area. The current infrastructure is inefficient, unsafe and a major barrier to future planning in its existing condition. Hopefully, through the future cooperation of area stakeholders, this area has the potential to serve as a major connection to the Charles River and the location of a new and vibrant center to the campus of Boston University provided significant and cooperative planning and development efforts take place.



## 2.2 Enhance the Public Realm

The Charles River campus is currently highly constrained by the amount and quality of open space that is available. A few major public spaces exist on campus such as the BU Beach and the Marsh Chapel Plaza that are both attractive and well utilized. With the cooperation and support of public and private stakeholders, the University is prepared to incorporate improvements to the public realm as a part of its long and short term development planning strategies.

The University has had a long and successful tradition of creating public realm spaces where opportunities might arise. Examples of this can be found at various “pocket parks” found throughout the campus (i.e., the Student Village; the corner of Granby Street and Bay State Road and the front entrance to the College of Engineering on Cummington Street). Given the scarcity of green spaces on the campus, the University is prepared to incorporate additional public realm projects into its future planning and development activities.

Building upon the success of the Commonwealth Avenue Phase I project, the University is prepared to continue its involvement in public-private partnerships that serve to enhance Commonwealth Avenue as a vibrant, mixed use boulevard that further serve to improve the campus, surrounding community and region. The Commonwealth Avenue Phase II project is currently in design phase. In addition to improving transportation infrastructure and safety conditions for pedestrians and cyclists, another overarching goal of this project is to beautify and improve the aesthetics of the subject area similar to Commonwealth Avenue Phase I from Kenmore Square to the BU Bridge.

The following are other Public Realm Projects that the University will consider in connection with proposed development projects:

- The 1986 Boston University Institutional Master Plan called for the conversion of Cummington Street into a pedestrian mall. With the University’s recent acquisition of that subject area, the University will carry out its commitment.
- At the corner of Beacon Street and Bay State Road lies Myles Standish Hall, a 760 bed-space undergraduate student residence. Given its location and the flat-iron façade of this residence, the junction of these two streets provides a unique and opportunistic setting for a pocket park of some type and dimensions. The

University is prepared to develop plans and construct a green space area in that vicinity that is consistent with its surroundings and at an appropriate budget.

- Develop conceptual plans for the conversion of the private alley between Granby Street and Silber Way into pedestrian mall.
- The intersection of Commonwealth Avenue and BU Bridge is an uninviting, hard scramble area with little aesthetic appeal but heavily used by pedestrians and bicyclists. The University is prepared improve the pedestrian conditions by working with other public agency stakeholders in future redesign of the approach to the BU Bridge.
- For the proposed institutional project located at 565 Commonwealth Avenue, the University is considering the placement of a pocket park along a portion of Granby Street that is appropriately scaled to the approved design of a structure for that site. This addition to the public realm will be adjacent to the aforementioned pedestrian mall on the Granby Street to Silber Way pedestrian mall.

### Forging North-South Connections / Reconnecting to the Charles River

Isolated from the Charles River by Storrow Drive and bisected by the Massachusetts Turnpike, the Boston University Campus has evolved into a predominantly east-west corridor along Commonwealth Avenue. There is now an opportunity to build on the changes to Commonwealth Avenue and use the next generation of redevelopment opportunities within the precincts to re-connect the campus to the river by establishing strategic new north-south pedestrian axes and view corridors reinforced by building orientation and public realm improvements. With the cooperation and support of public and private stakeholders, the University will continue to focus a portion of its long term planning efforts in seeking to forge north-south connections through the campus and to the Charles River at Deerfield Street, Silber Way, Granby Street, St. Mary’s Street and Essex Street and at the future and highly conceptualized vision of Commonwealth Landing.

**Fig 2.2** Improved Public Realm Network  
Forge N-S Connections, Enhance E-W Connections





## 2.3 Develop a Mixed-Use, High-Density Urban Campus

By creatively shaping growth in zones and improving the public realm, there is an opportunity to grow with greater density within the existing campus by filling in voids in underutilized parcels. These underutilized parcels include surface parking lots, areas gained by infrastructure transformations, and replacing and repurposing ‘soft buildings’ that may have greater density potential or are obsolete.

Future building heights and massing on development parcels will be deployed strategically while being sensitive to existing context, future use and environmental comfort in public spaces among other factors. Increased massing and building height within the east, central and western precincts of the Charles River Campus is consistent within the current campus context. It is also vital that any density and height deployed is designed carefully through transparency, orientation slenderness and elegance of architecture, so each significant building on campus makes an important contribution to the skyline, while carefully managing the pedestrian scale on the streets and public spaces.

**Fig 2.3** In-fill Sites and Development Potential on Campus

- Legend**
- Potential Development Sites
  - Potential Air Rights Development





## 3.0 Urban Design Framework & Guidelines

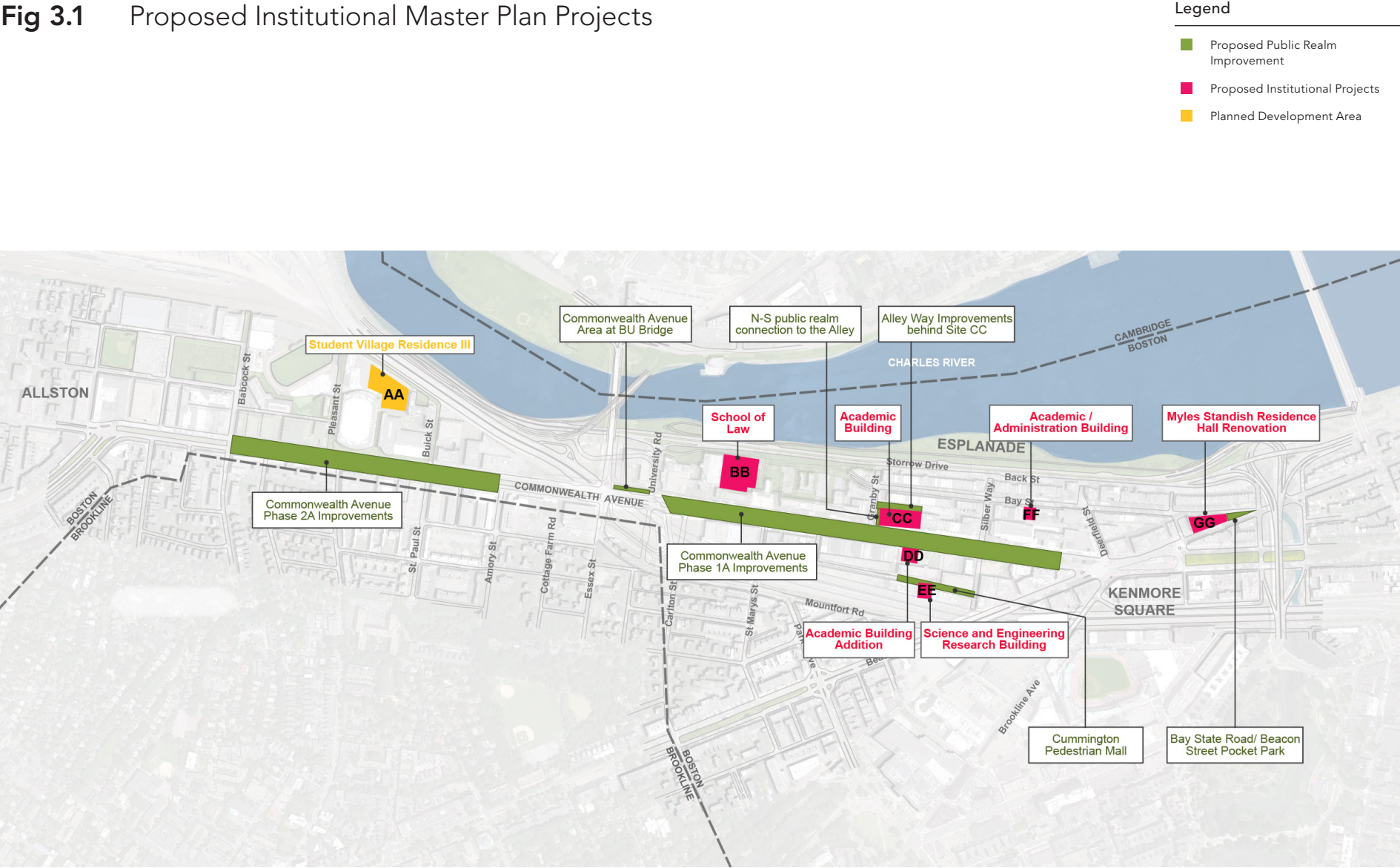
The development of the Boston University Campus in the next ten years will present a rare opportunity to redefine the identity of the campus as a 21st century institution of higher learning. The following are a set of guidelines that define certain urban norms which, when carefully observed, will ensure the design coherence and integrity of the whole while embracing variety of historic and contemporary architectural and urban expressions. While a respect for the urban setting and its history is appropriate, this campus should not be a recreation of the past, but rather provide the image of a 21st century institution that is an integral part of City of Boston which grows from its heritage and context.

Each development parcel has a specific relationship to the adjacent context as well as to the surrounding landscape and neighborhoods. The scale, character and connections on each parcel define its presence and individuality while maintaining its role in the cohesiveness of the campus urbanscape. Legibility of this character is important to the overall image of the campus within the City of Boston as a vibrant and attractive venue for students, faculty, staff and visitors.

Deference to solar orientation, views, wind direction and other natural determinants enhance the urban form. The variety of possible uses, the strategic location of program elements and the sequence of both vehicular and pedestrian circulation and access to the site balance the general and particular urban experience.

These Guidelines are intended to provide guidance for all development initiatives. They emphasize intentions, the critical underlying development concepts and the quality and character of place. The relationships that have been tested are put forward diagrammatically to assist designers and give an indication of possibilities. They are not meant to inhibit the creativity of the design teams, and instead, seek creative built responses to the goals described in this book.

Fig 3.1 Proposed Institutional Master Plan Projects





## 3.1 Central Campus

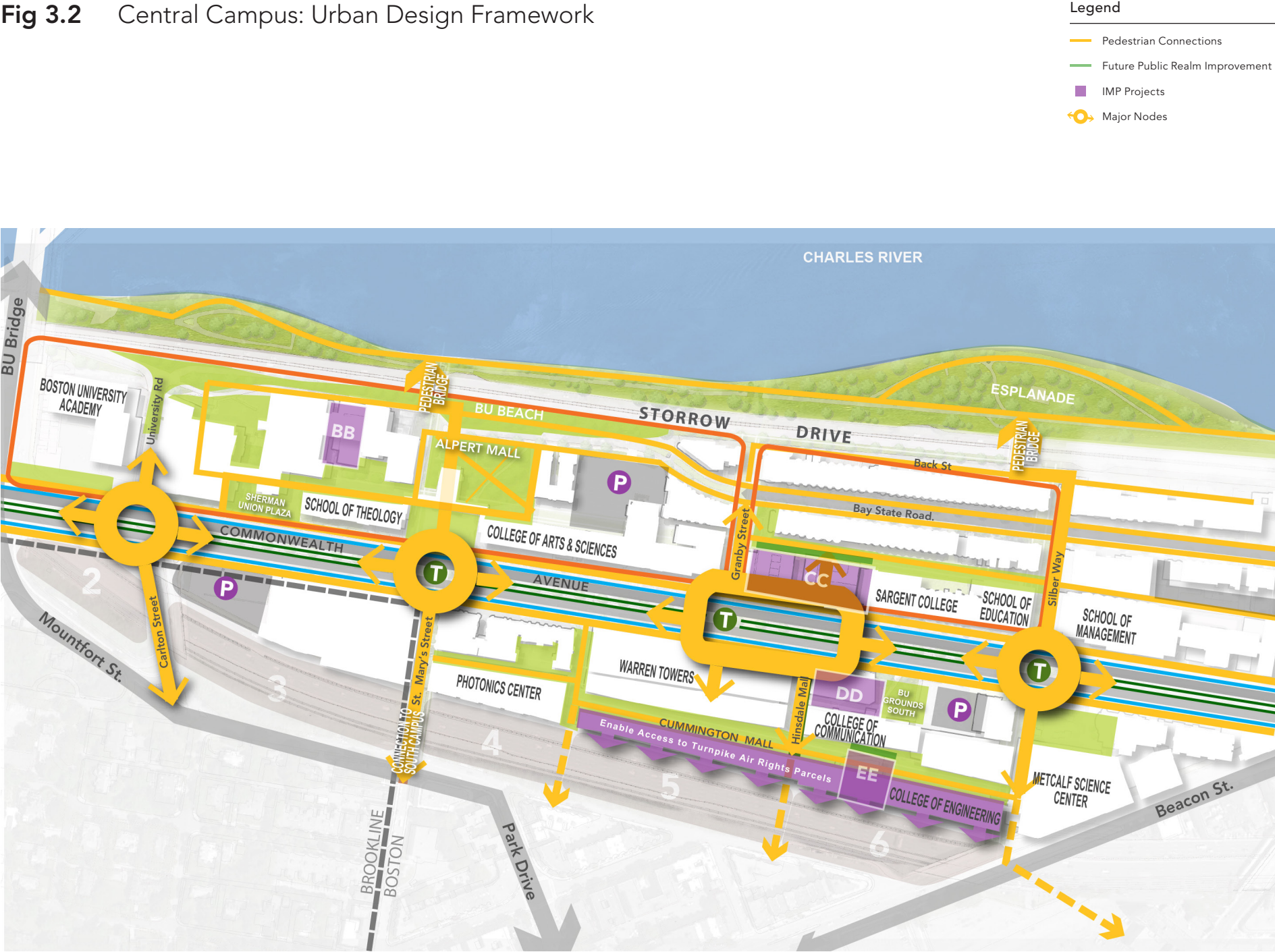
Central Campus is the highly recognized identity and address of Boston University with historic landmarks such as the Marsh Chapel. It is also the core of the academic space for Boston University. Continued densification of this area of the campus will need to be sensitive to various sub-contexts and in creating the next identity for the Boston University and Commonwealth Avenue. The Cummington Mall area presents a major opportunity for such new identity in the coming decades. This collection of low-rise industrial buildings and emerging Science and Research Campus buildings has the ability to stitch the campus together in both in the east-west and north-south directions. It is also a critical launching pad to enable to future development of Turnpike Air Rights.

To this end, there is an opportunity to create a special public space on Commonwealth Avenue between Hinsdale and Blandford Streets by creating a new presence and identity for the Science and Research Campus. A strong and improved Cummington Mall is yet another public realm opportunity presented by redesign of this area.

### Central Campus Principles

- Continue to Strengthen Commonwealth Avenue as the Campus Spine
- Forge North-South Connections and Enhance East-West Connections
- Improve Public Realm with each Project
- Achieve Density through Architectural Excellence
- Transparency and Active Ground Floor Uses
- Facilitate Access to Turnpike Air Rights
- Establish a vision for Cummington Mall
- Make Each Building Contribute to a Long Term Vision
- Create a Significant Public Space on the South Side of Commonwealth Avenue
- Enhance Terra-Firma Opportunities along Cummington Mall

Fig 3.2 Central Campus: Urban Design Framework

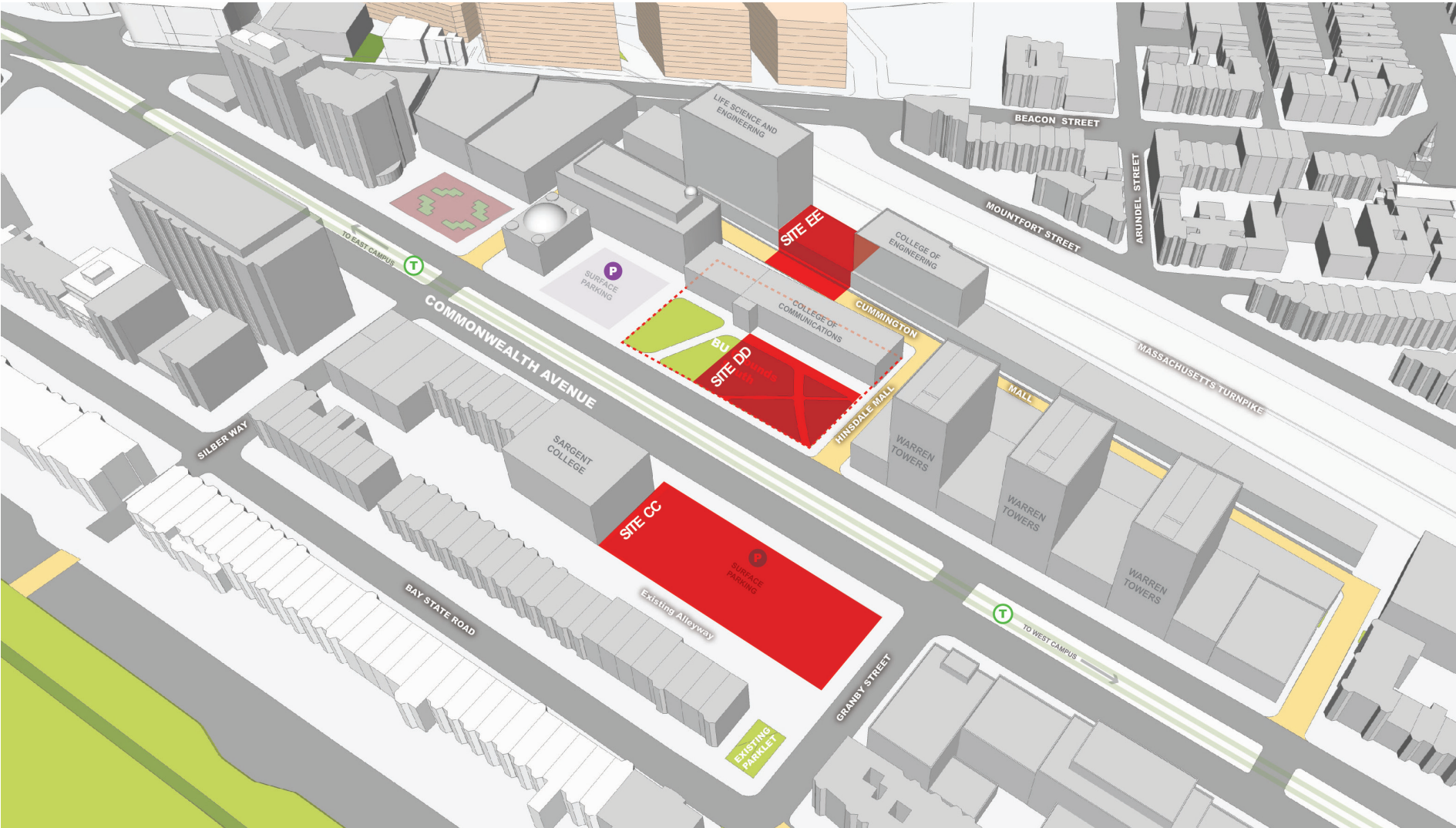




**Fig 3.3** Central Campus  
Existing Conditions

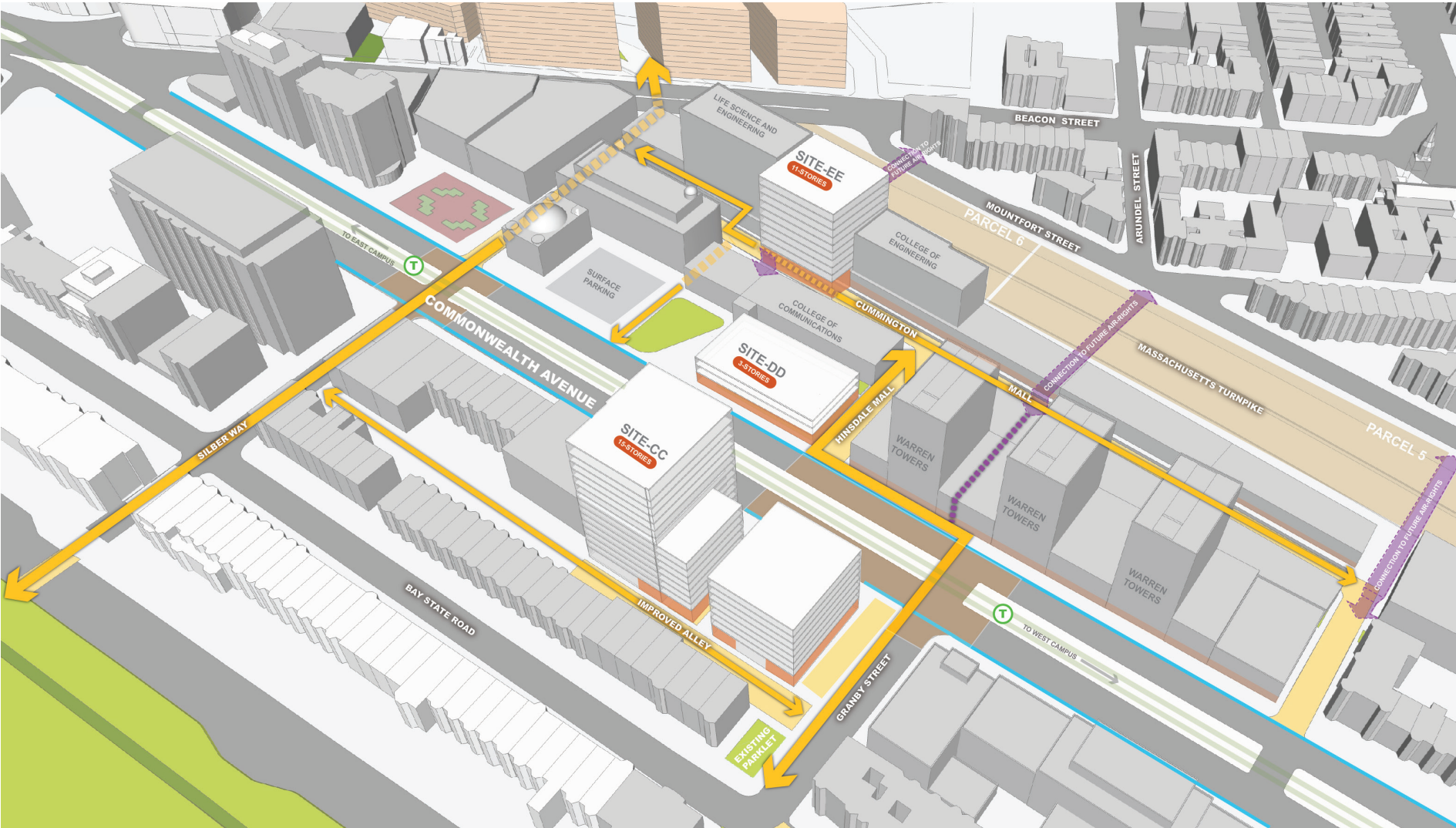


**Fig 3.4** Central Campus  
Sites for Proposed Institutional Projects





**Fig 3.5** Central Campus  
Base Scenario with Institutional Projects, Sample Massing



### **3.1.1 Central Campus Urban Design Studies**

A series of urban design studies have been conducted to understand and establish the future conditions of Central Campus, interrelationship between the proposed projects and their context, as well as a potential future context. The idea of these studies is to enable a series of outcomes all of which will result in a set of public realm and architectural goals set forth by the planning principles.

Boston University subscribes to the following general urban design and planning principles for its Central Campus area. These principles and the enclosed sample massing studies and visions are not to be construed as a substitute for specific design review through Article 80 as appropriate. Rather, these principles and the attached studies represent an array of ideas and thoughts that were developed between representatives of Boston University and the Boston Redevelopment Authority urban design staff during the review of the 2013-2023 Institutional Master Plan (IMP) in order to help inform and maximize the urban design potential of the central campus area.

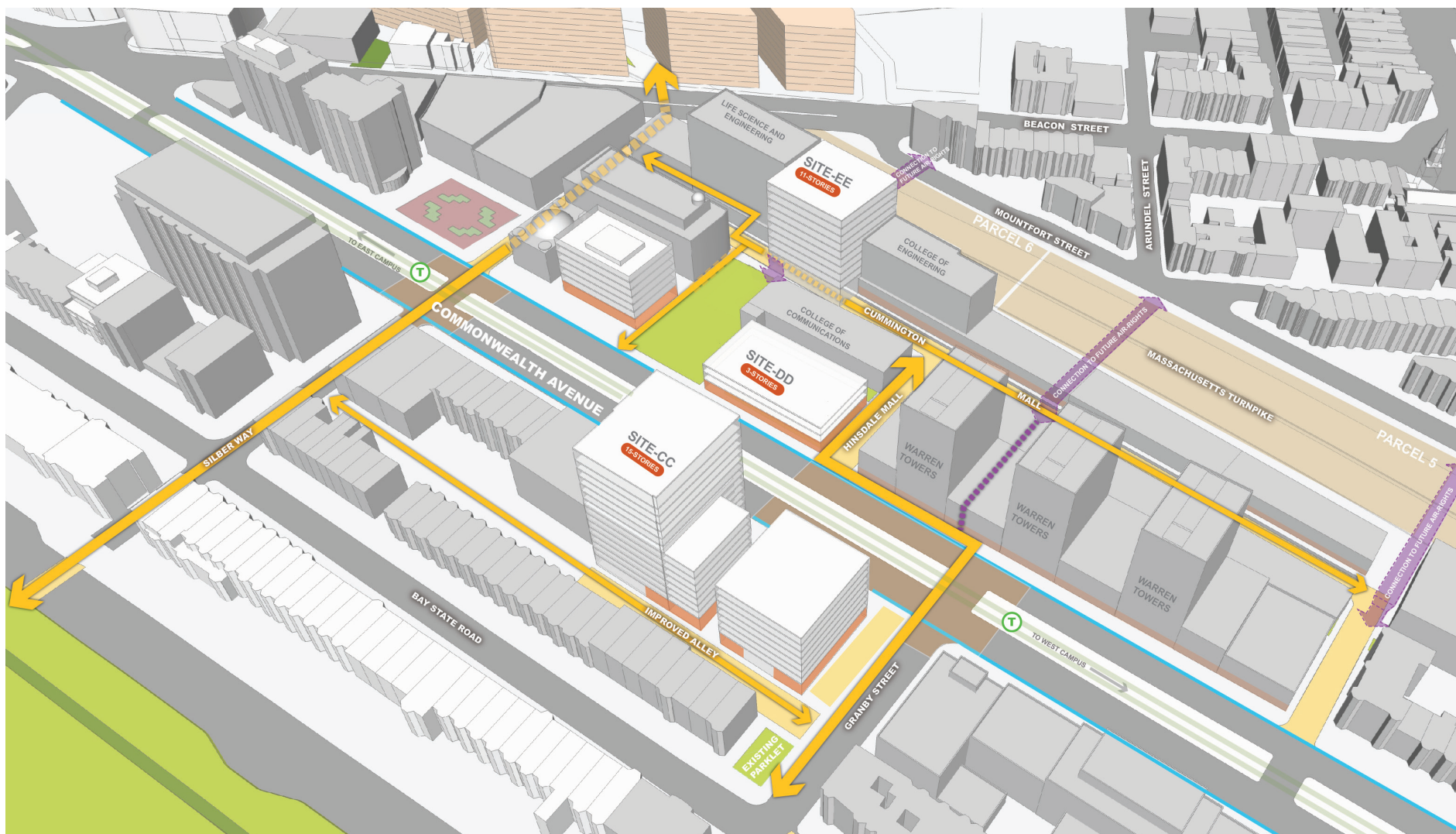


**Fig 3.6**

## Central Campus

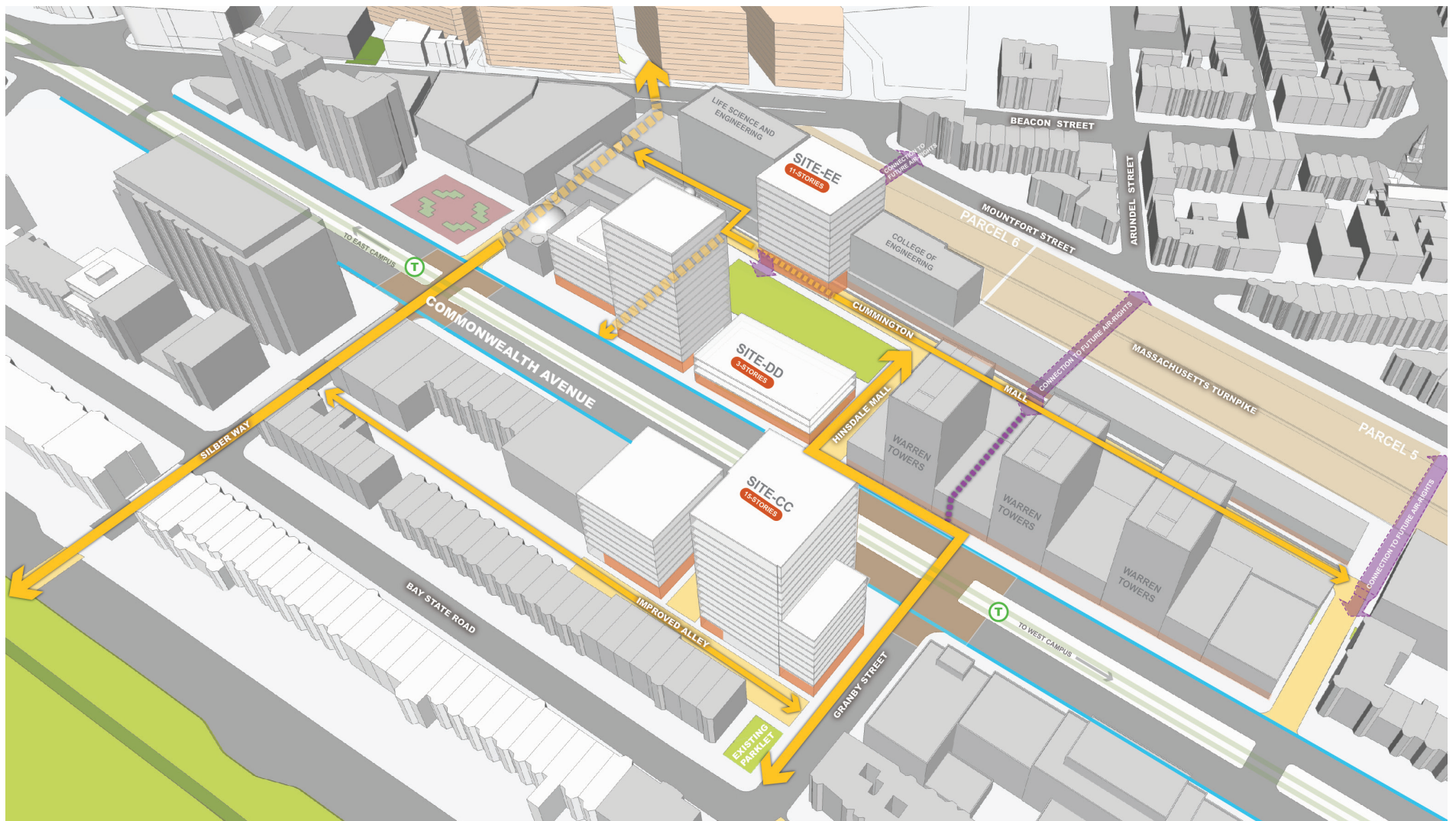
## Study 1: Sample Massing and Desired Connections

Study 1 assumes the removal of the western portion of College of Communications building at a future date to establish a public space. This public space is intended to create a new identity for the Cummington Mall area and for the College of Sciences and Engineering. This public space will also create an important entry into the Turnpike Air Rights Development in the future.



**Fig 3.7** Central Campus  
Study 2: Sample Massing and Desired Connections

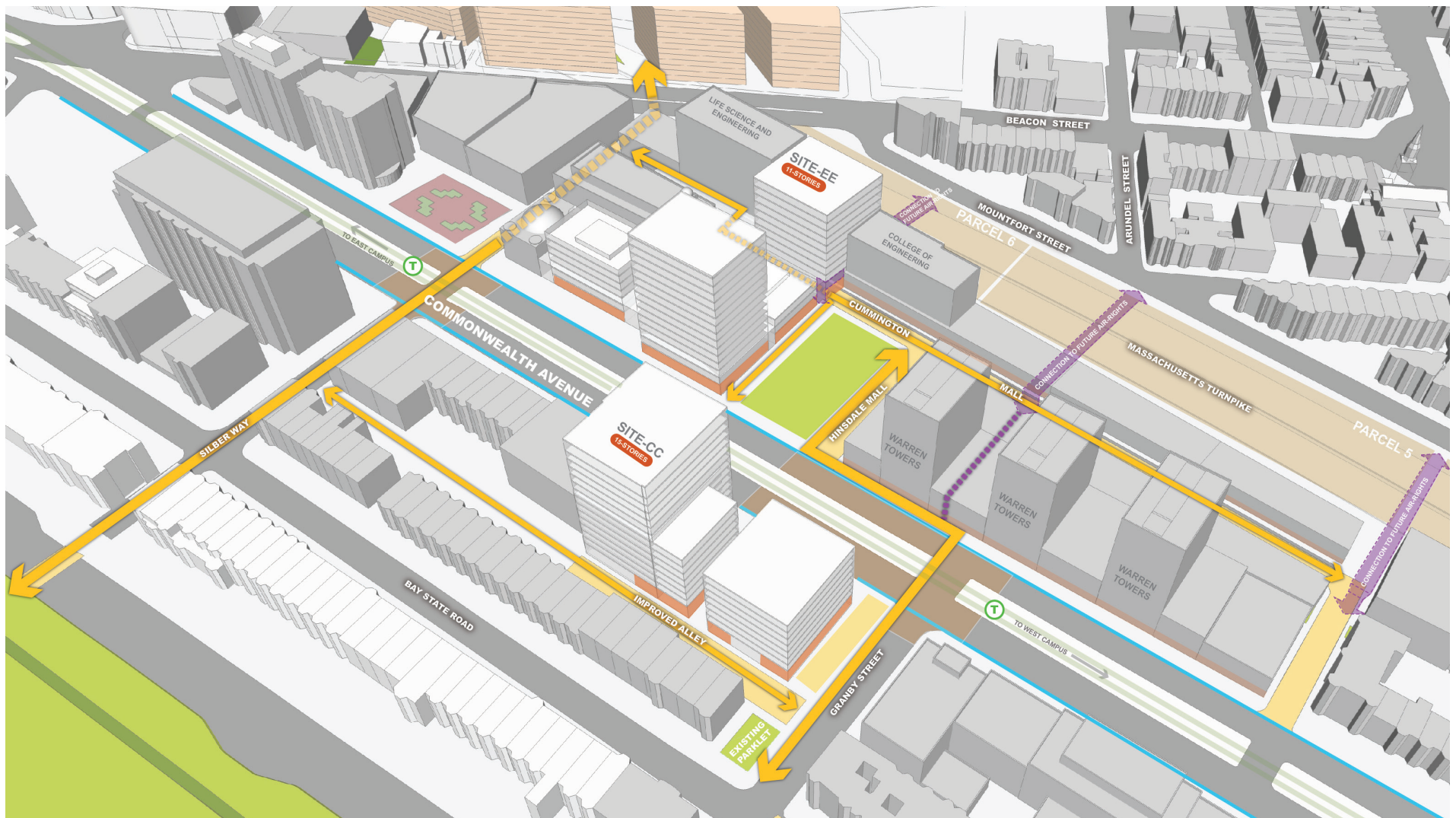
Study 2 assumes the removal of College of Communications building in its entirety at a future date to establish a public space. This public space will be internal to Cummington Mall and act as an academic quad while allowing for buildings to provide a continuous street wall along Commonwealth Avenue.





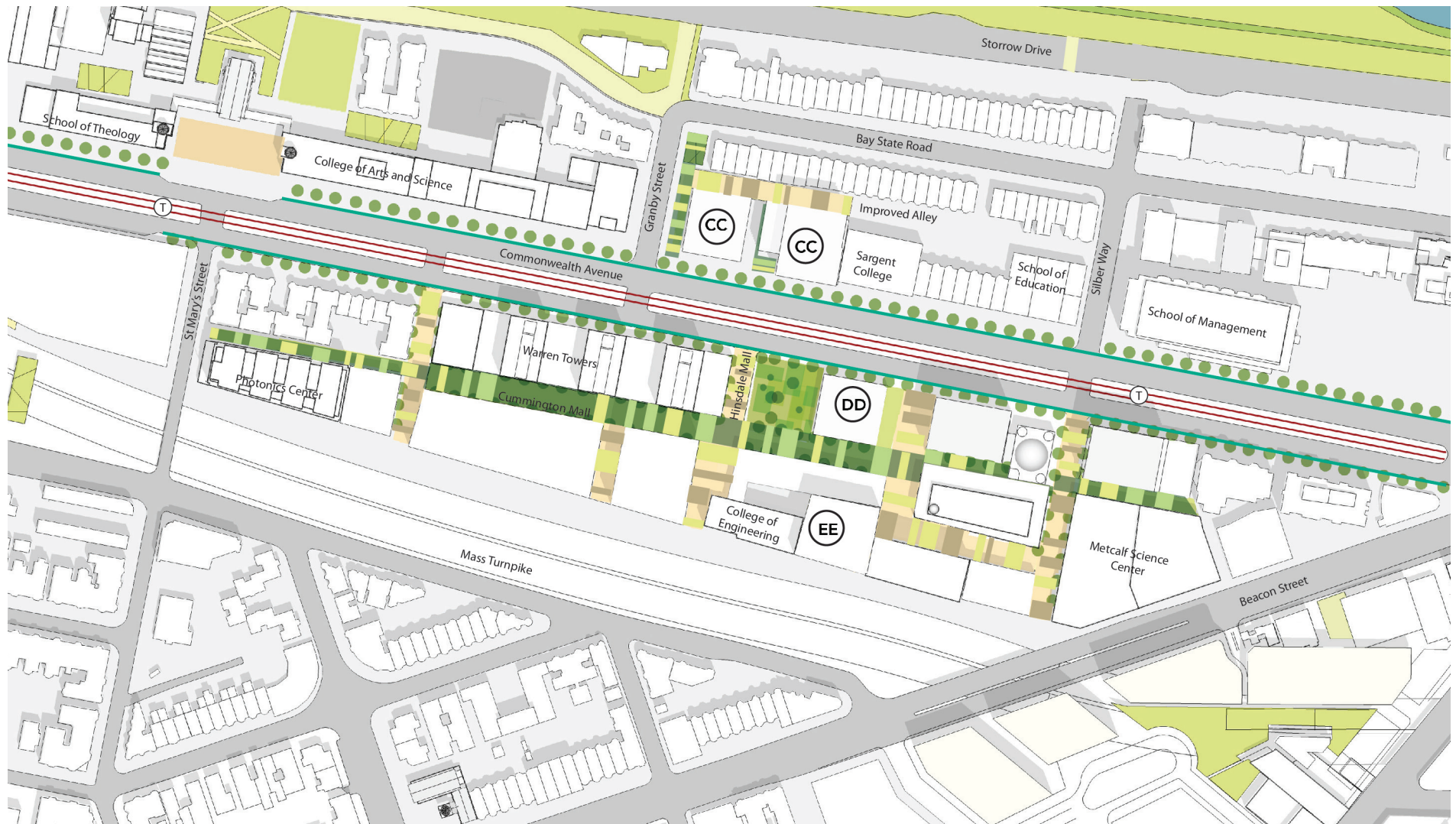
**Fig 3.8** Central Campus  
Study 3: Sample Massing and Desired Connections

Study 3 assumes the removal of College of Communications building in its entirety at a future date to establish a public space. This study also assumes that project in Site DD as proposed in the IMP will not be built. This public space is intended to create a new identity for the Cummington Mall area and for the College of Sciences and Engineering. This location of the public space will also have interesting opportunities to engage the project in Site CC architecturally and visually. This public space will also create an important entry to Turnpike Air Rights Development in future.



**Fig 3.9** Central Campus  
Study 4: Sample Massing and Desired Connections

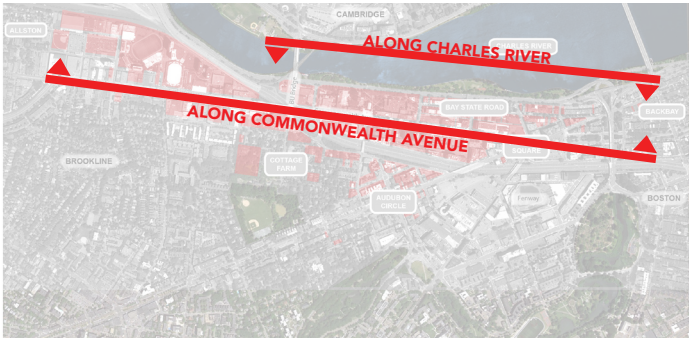
Study 4 radically rethinks this area through a visionary transformation by fully reorganizing and establishing the Cummington Mall. The new mall has the ability to connect from St. Marys Street to Metcalf Center in the east-west direction, becoming a strong campus connector. Such an alignment will also provide for larger terra-firma sites along the turnpike and on the south side of the new Cummington Mall. This proposal assumes the removal of College of Communications building and buildings along the backside of Warren Towers at a future date to establish the Mall. Similar to other studies, this study establishes a public space on Commonwealth Avenue.



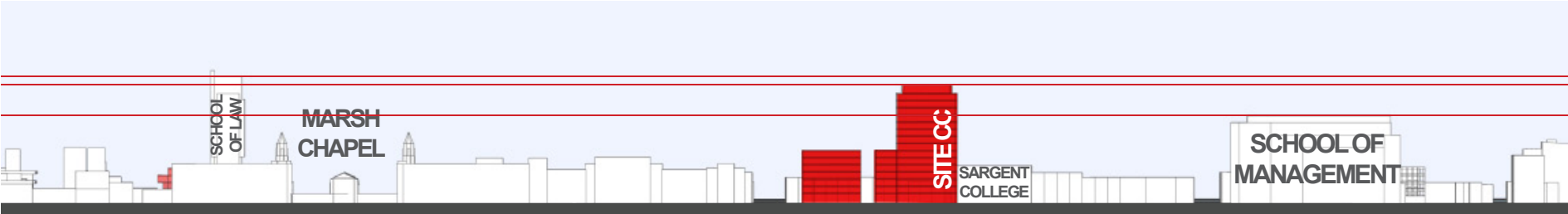


**Fig 3.10** Central Campus:  
Contextual Elevations showing Sample Massing

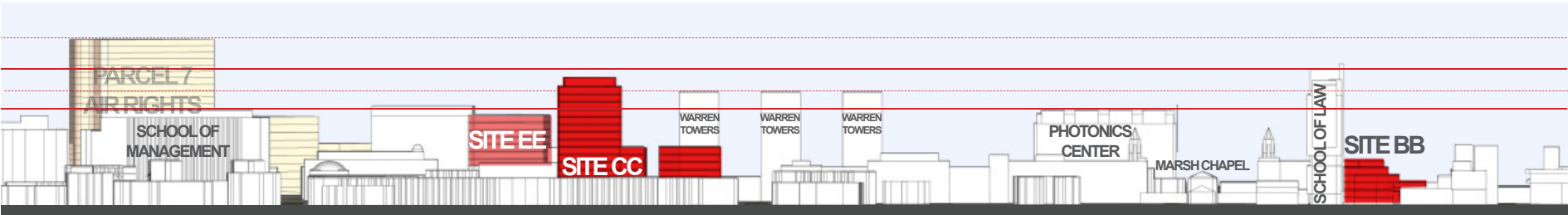
Central Campus context is highly variable with at least five sub-districts of varying character within it. It is vital that each new building respond to its immediate context as well as the larger contextual influences such as Commonwealth Avenue and Charles River. These elevations demonstrate the importance of scale and context relationships. Each project as it is designed will be studied in this context to demonstrate appropriateness.



Near Hindsdale Mall



Along Commonwealth Avenue



Along Charles River

**Fig 3.11** Site CC: 645–665 Commonwealth Avenue  
Existing Context

**Existing Use:**  
Surface parking lot

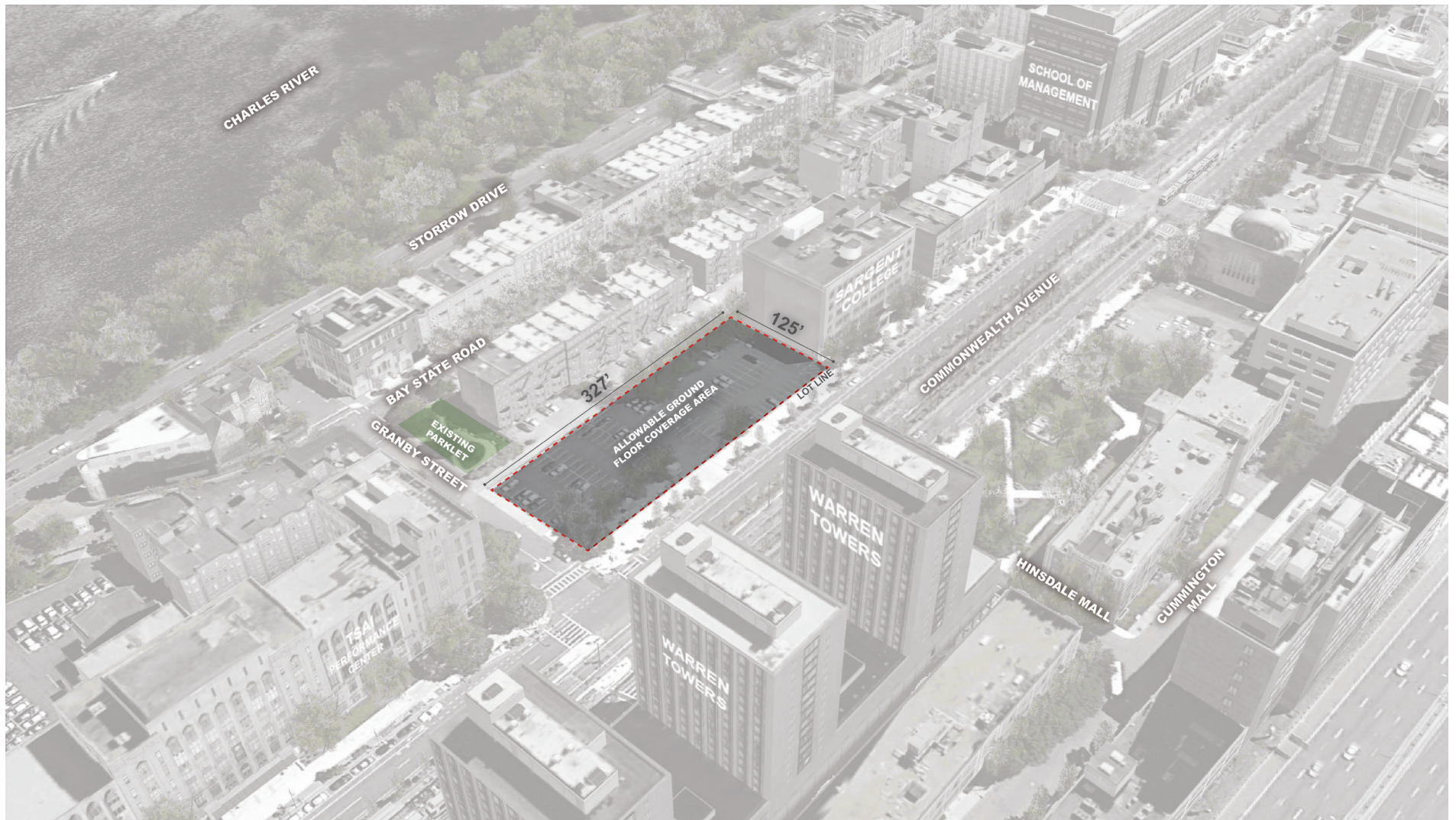
**Lot Area:**  
42,000 square feet

**Proposed Use:**  
University use, primarily academic  
uses for instruction, research,  
offices, and ancillary uses. Below  
grade parking with up to 3 levels  
and 300 spaces

**Proposed Maximum Height:**  
15 stories, 225 feet

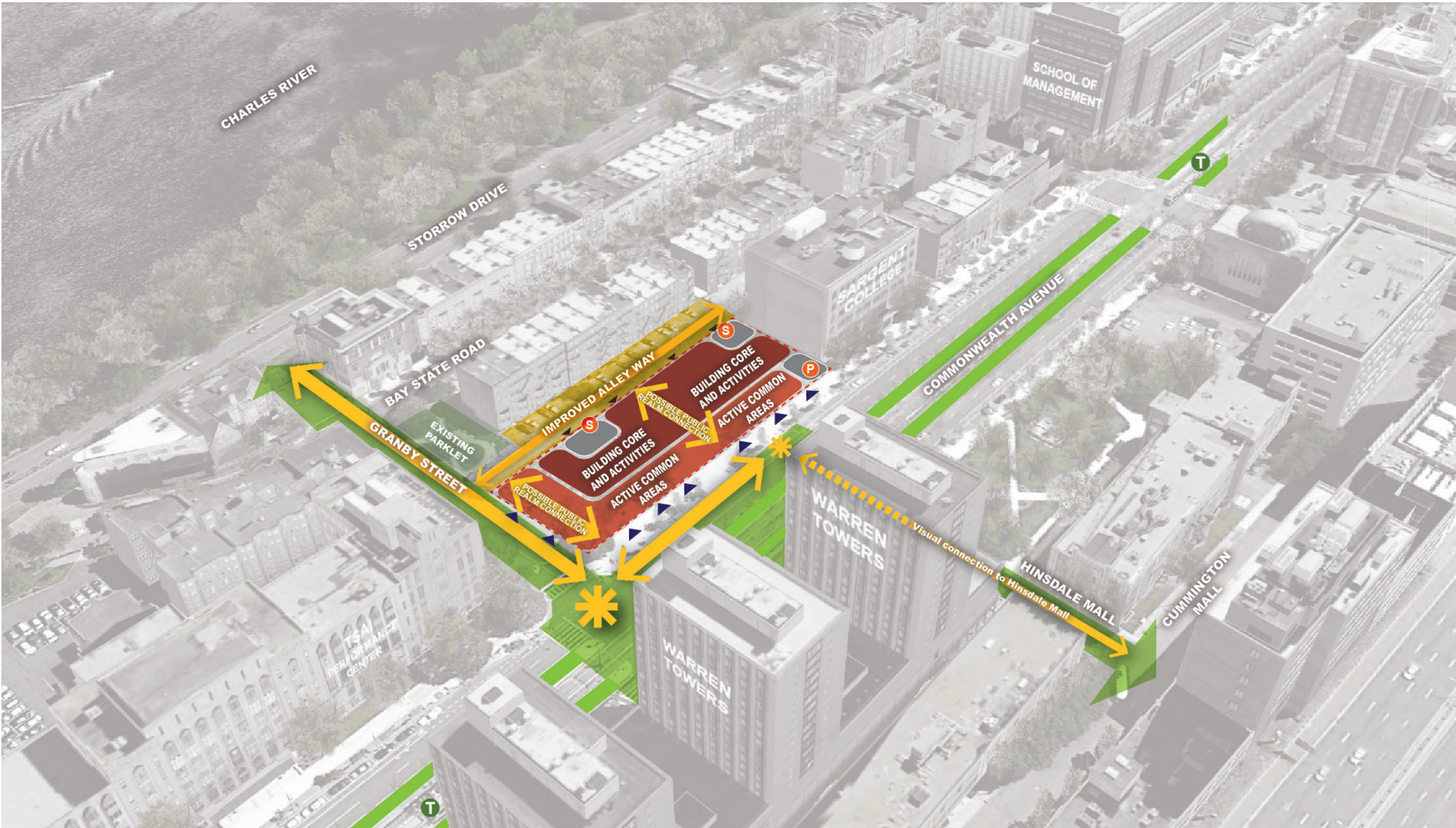
**Proposed Maximum Building  
Area:**  
350,000 square feet

**Proposed Max. FAR:**  
8.4





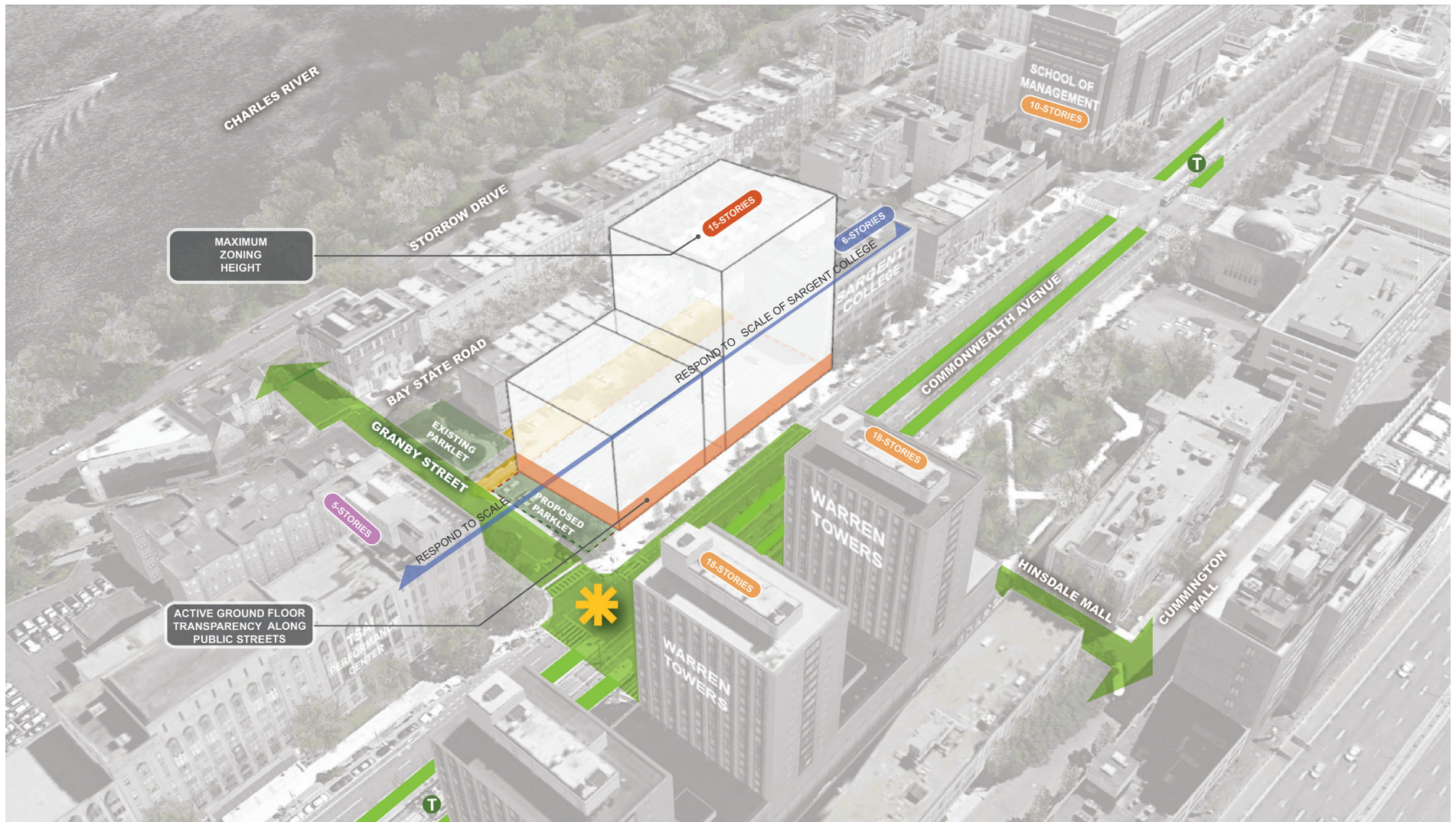
**Fig 3.12** Site CC: 645–665 Commonwealth Avenue  
Access and Desired Connections





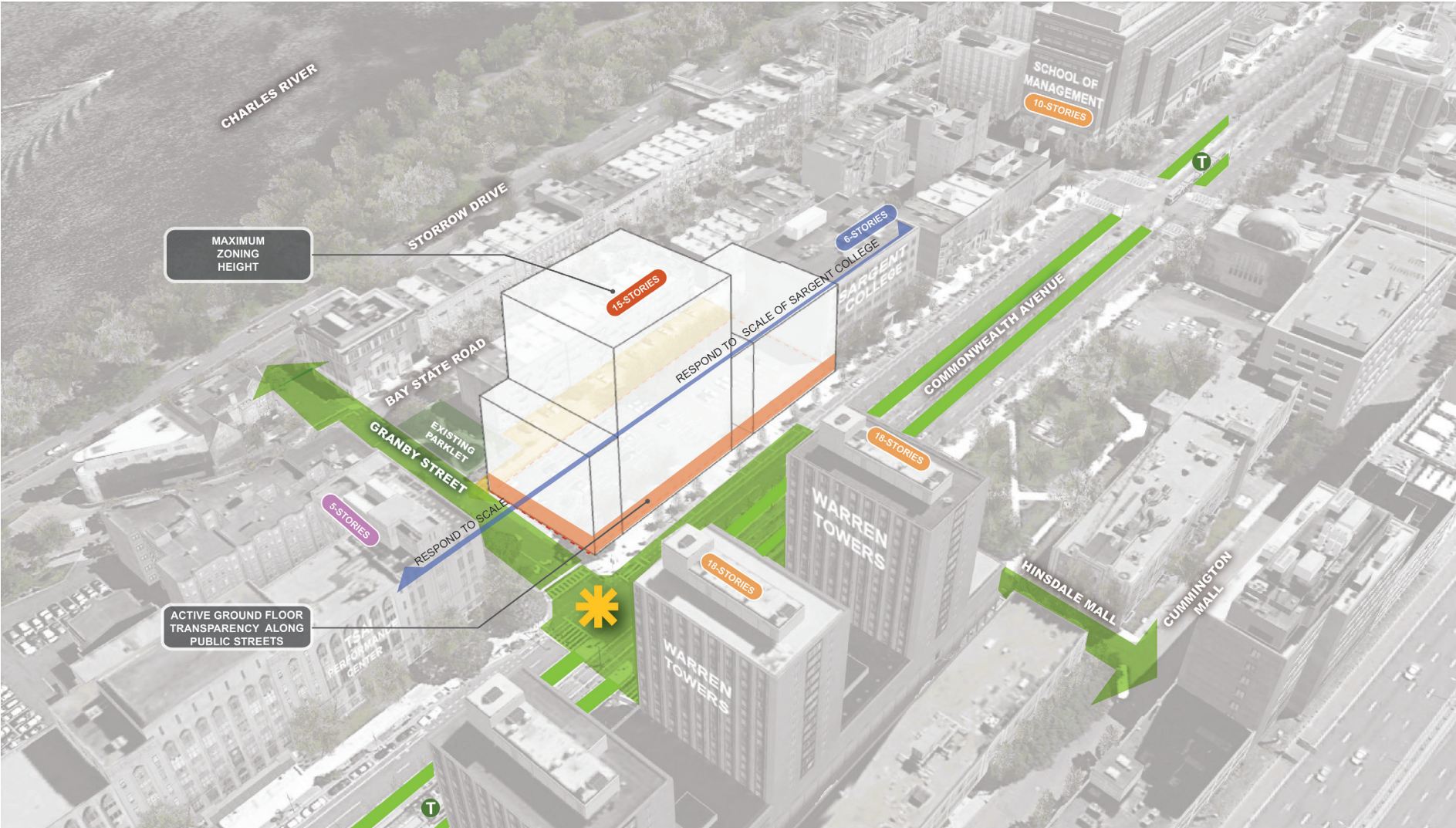
**Fig 3.13** Site CC: 645–665 Commonwealth Avenue  
Principles for the Building Envelope, Option 1

A key parcel for development along Commonwealth Avenue, Site CC will support a building, or buildings, of significant height and density. Replacing an existing void in the streetscape along the campus spine, the building(s) will enliven Commonwealth Avenue with active uses at the ground floor. A critical north-south connection to the river along Granby Street will be articulated with a pedestrian plaza, which will lead to the existing green space at the corner with Bay State Road. Behind the building, the proposed Granby Street to Silber Way pedestrian mall will provide a quiet pedestrian connection across the campus.





**Fig 3.14** Site CC: 645–665 Commonwealth Avenue  
Principles for the Building Envelope, Option 2





**Fig 3.15** Site DD: 640 Commonwealth Avenue  
Existing Context

Existing Use:  
Open Space

Proposed Use:  
University use, primary academic  
uses, including instruction,  
research, and offices

Lot Area:  
67,232 square feet

Proposed Maximum Height:  
3 stories, 50 feet

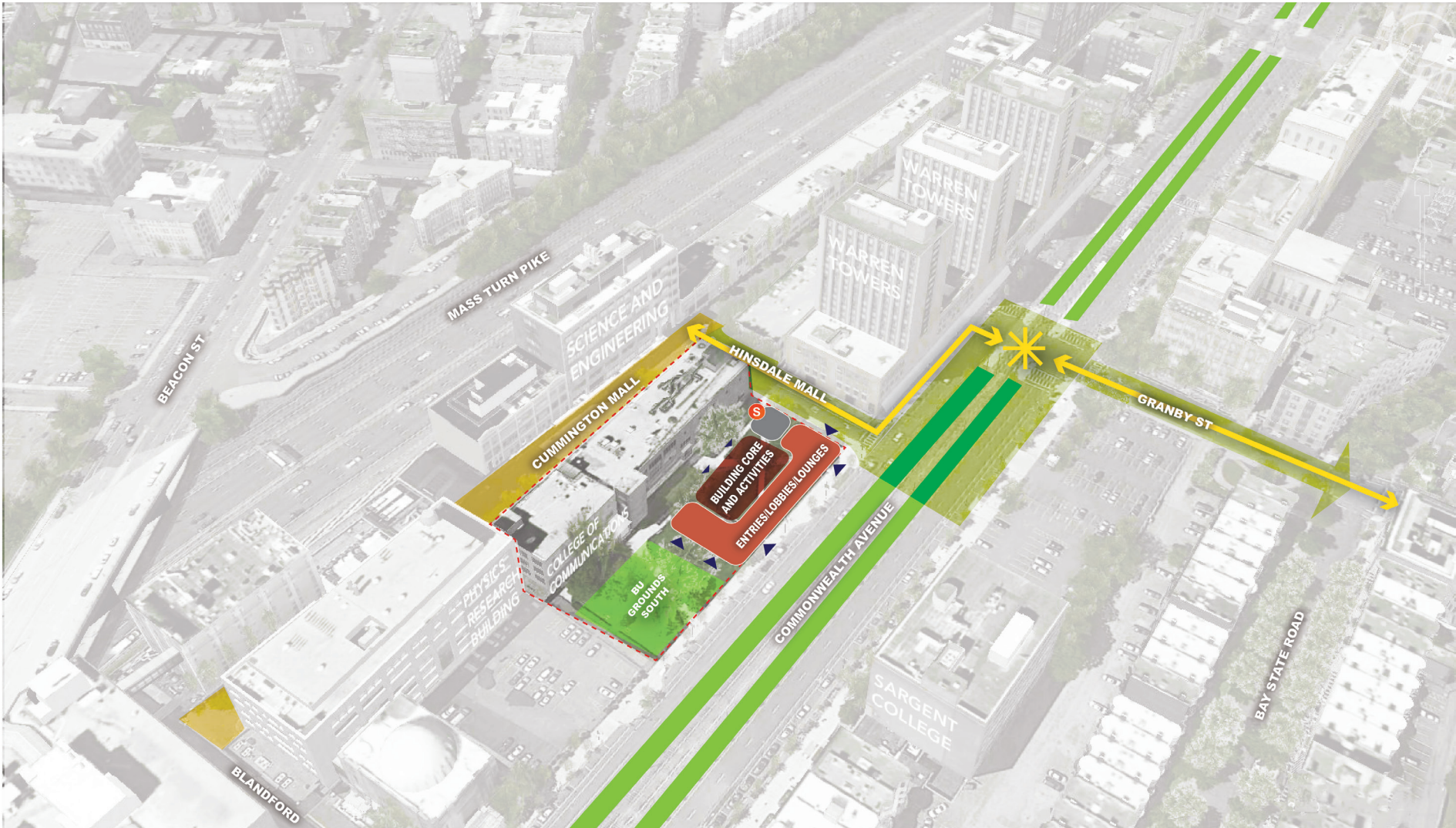
Proposed Maximum Building  
Area:  
50,000 square feet

Proposed Max. FAR:  
4.0 (existing)





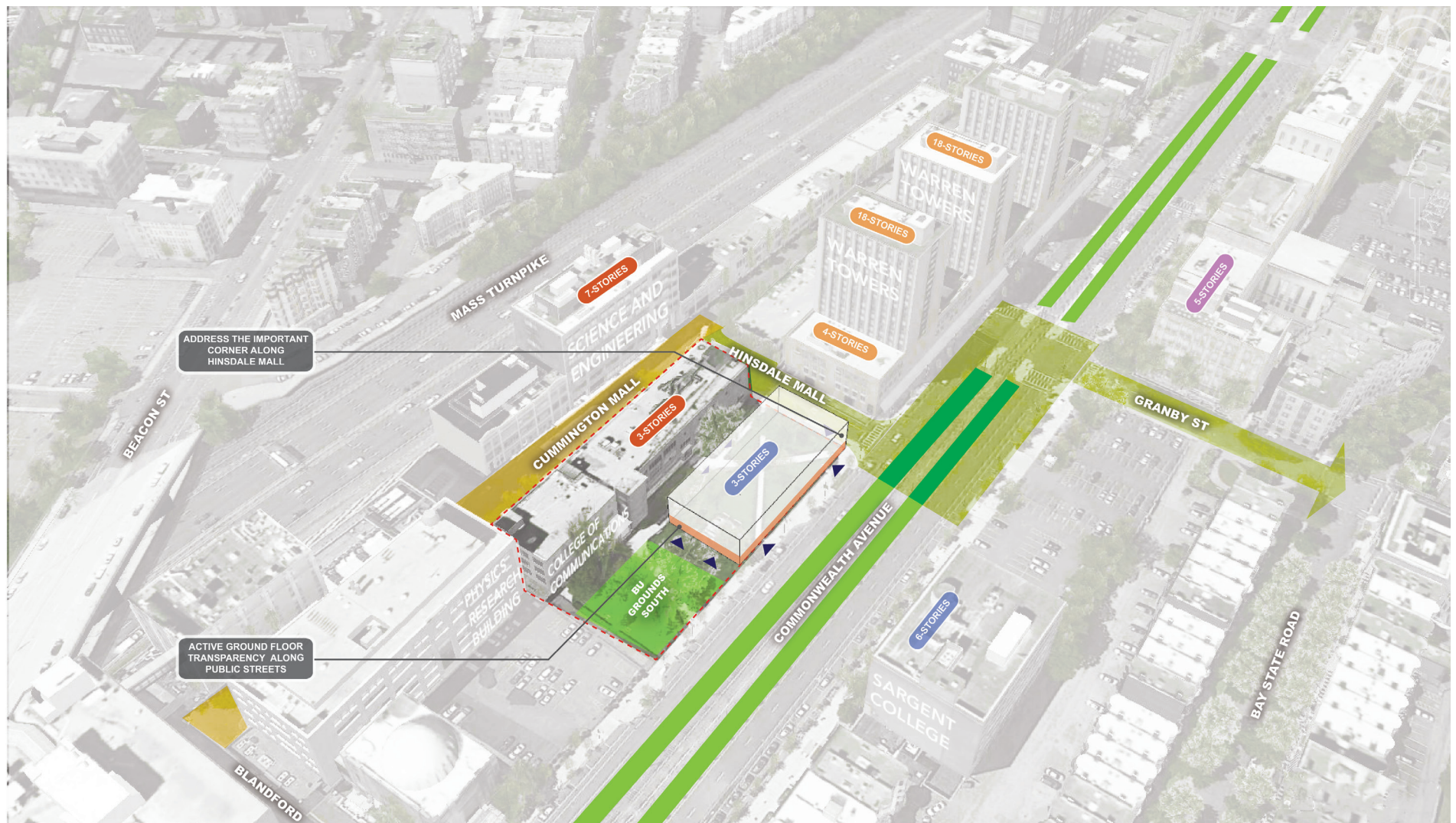
**Fig 3.16** Site DD: 640 Commonwealth Avenue  
Access and Desired Connections





**Fig 3.17** Site DD: 640 Commonwealth Avenue  
Principles for the Building Envelope

The addition at Site DD will fulfill an existing need for expanded academic space and fill the void along the southern edge of Commonwealth Avenue. Fronting directly onto the street, the building will create a more lively street edge.





**Fig 3.18** Site EE: 30–38 Cummington Mall  
Existing Context

**Existing Use:**  
Academic

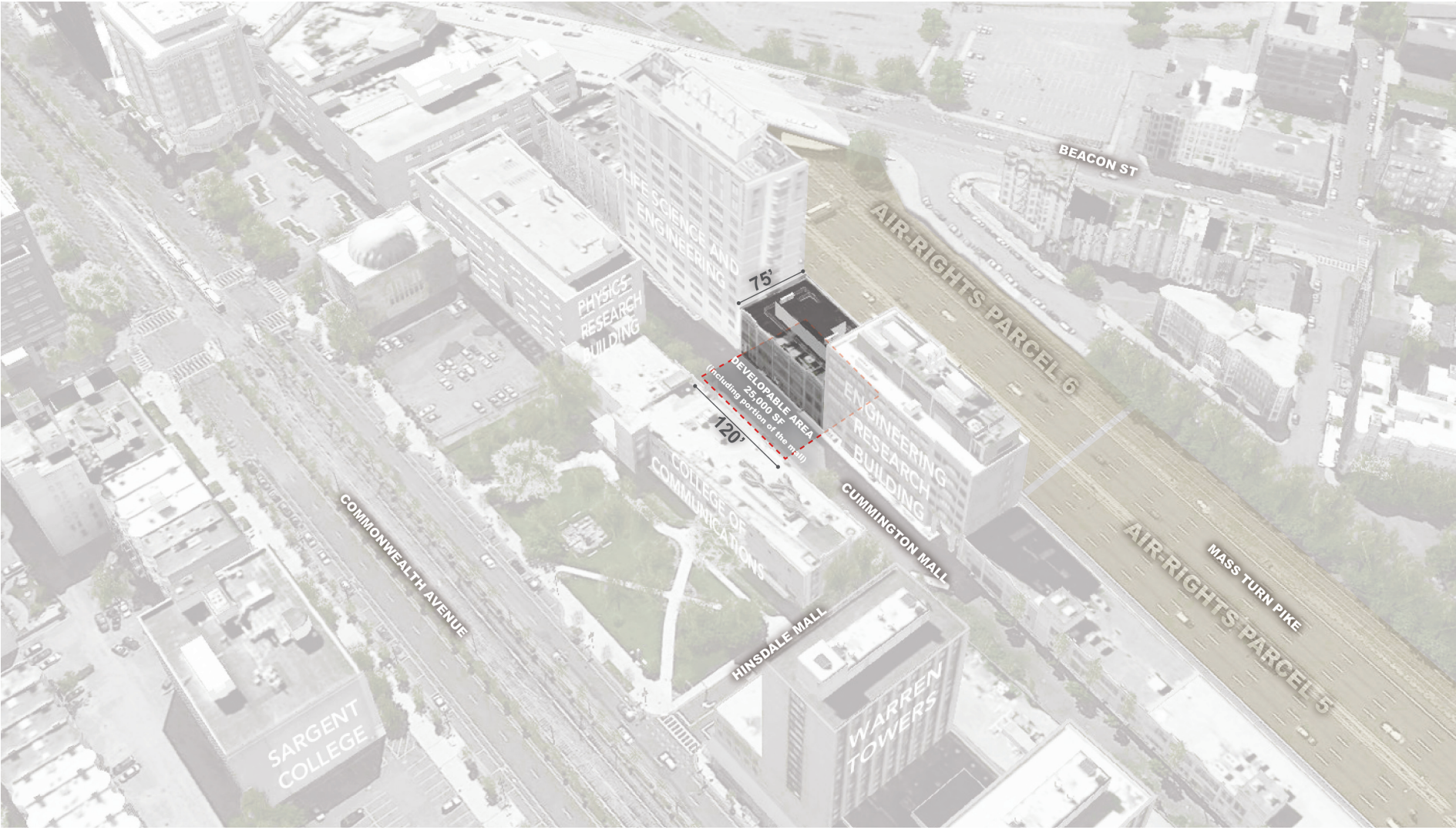
**Proposed Use:**  
Institutional use, primary academic  
uses, including instruction,  
research, offices, and student study  
spaces

**Lot Area:**  
25,000 square feet  
(including portion of the street)

**Proposed Maximum Height:**  
11 stories, 165 feet

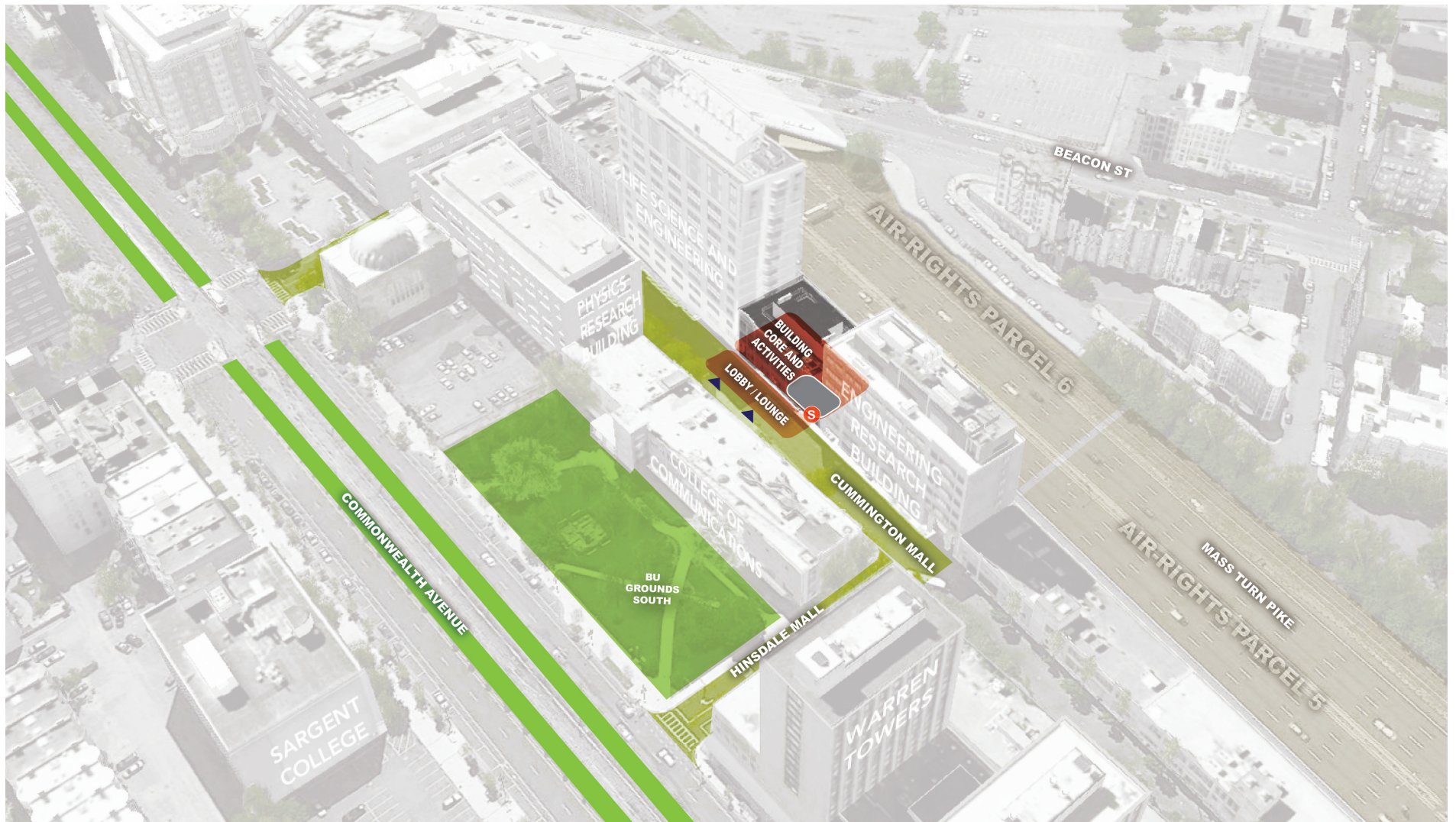
**Proposed Maximum Building Area:**  
165,000 square feet

**Proposed Max. FAR:**  
7.0





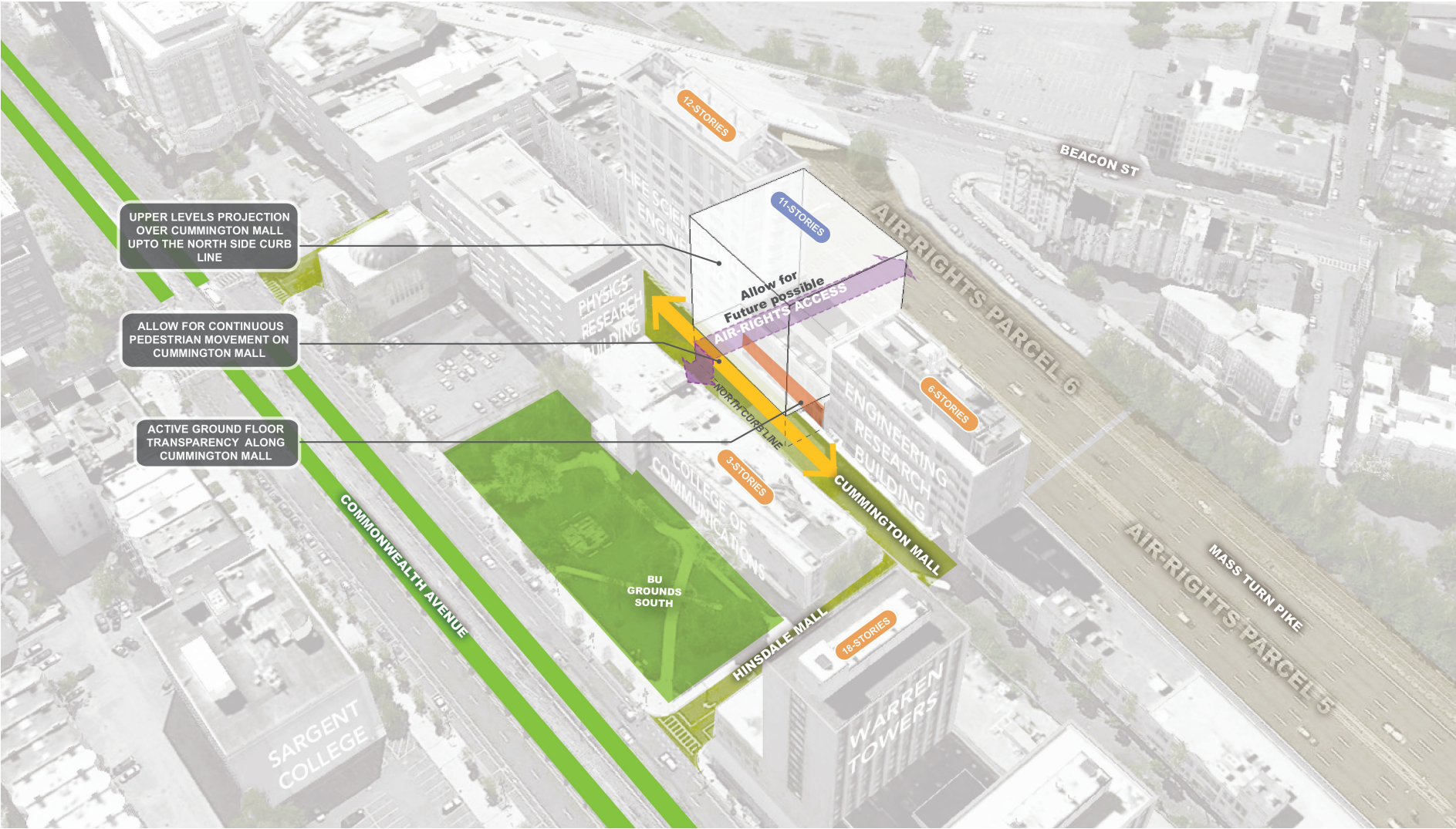
**Fig 3.19** Site EE: 30–38 Cummington Mall  
Access and Desired Connections





**Fig 3.20** Site EE: 30–38 Cummington Mall  
Principles for the Building Envelope

The construction of the building on Site EE will help to consolidate science and engineering on the Charles River Campus, complement the effort to convert Cummington Street to a pedestrian mall, and allow for pedestrian access to the future development related to the turnpike air rights. The height and massing of the building is appropriate for the site and complementary to nearby buildings.



## 3.2 West Campus

This thriving hub of residential, recreational and athletic area of the campus will continue to be enhanced with additional student housing and athletic spaces. The main focus of future development in the area will focus on maintaining the visual and pedestrian connections from Commonwealth Avenue to north, improving the pedestrian life and enhancing the visual presence of Student Village on the skyline through the completion of Student Village III.

### West Campus Principles

- Continue to Strengthen Commonwealth Avenue as the Campus Spine
- Forge North-South Connections and Enhance East-West Connections
- Improve Public Realm with each Project
- Achieve Density through Architectural Excellence
- Transparency and Active Ground Floor Uses
- Make Each Building Contribute to a Long Term Vision



**Fig 3.21** West Campus  
Urban Design Framework



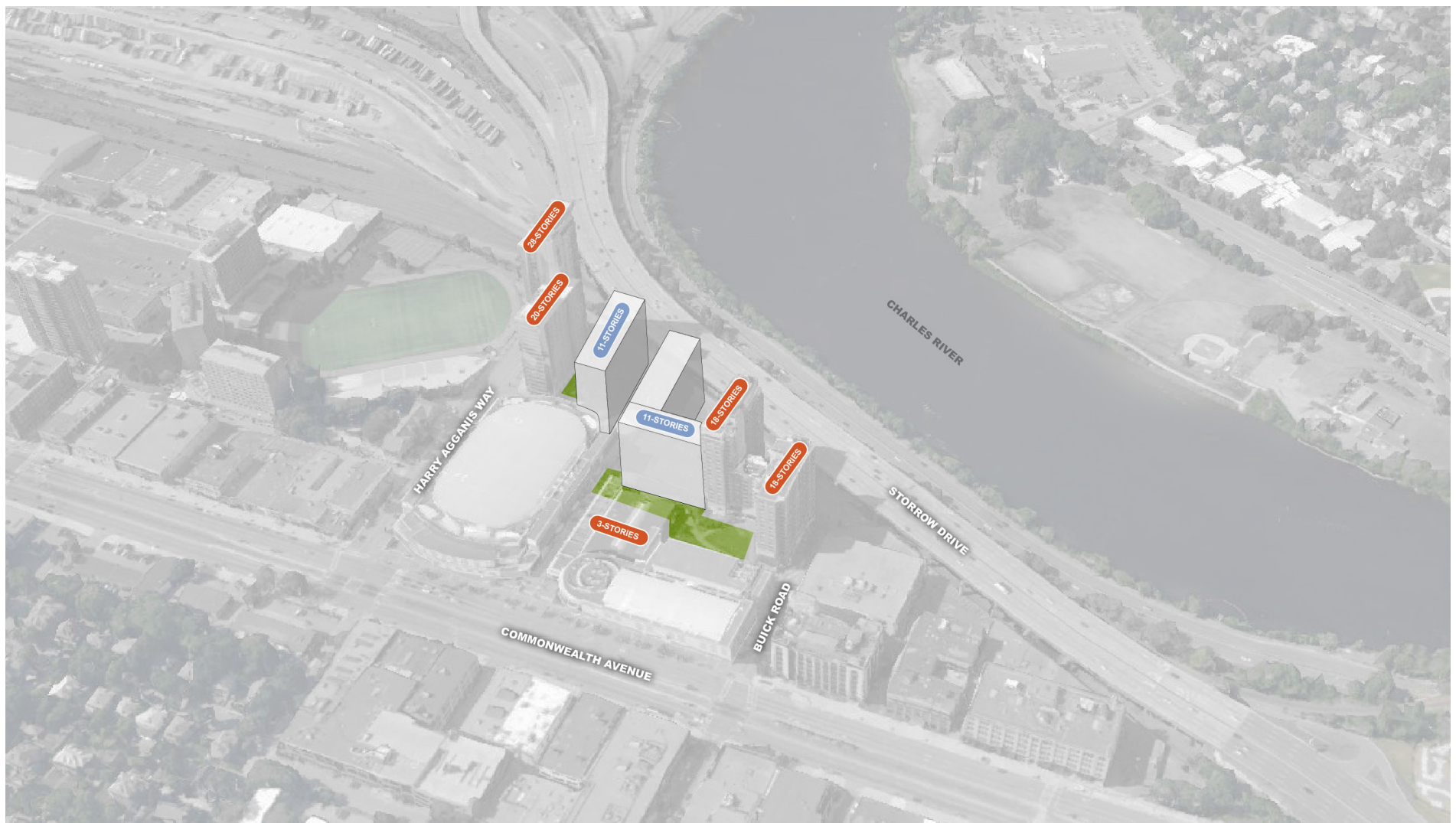
**Fig 3.22** Site AA: Student Village  
Existing Context



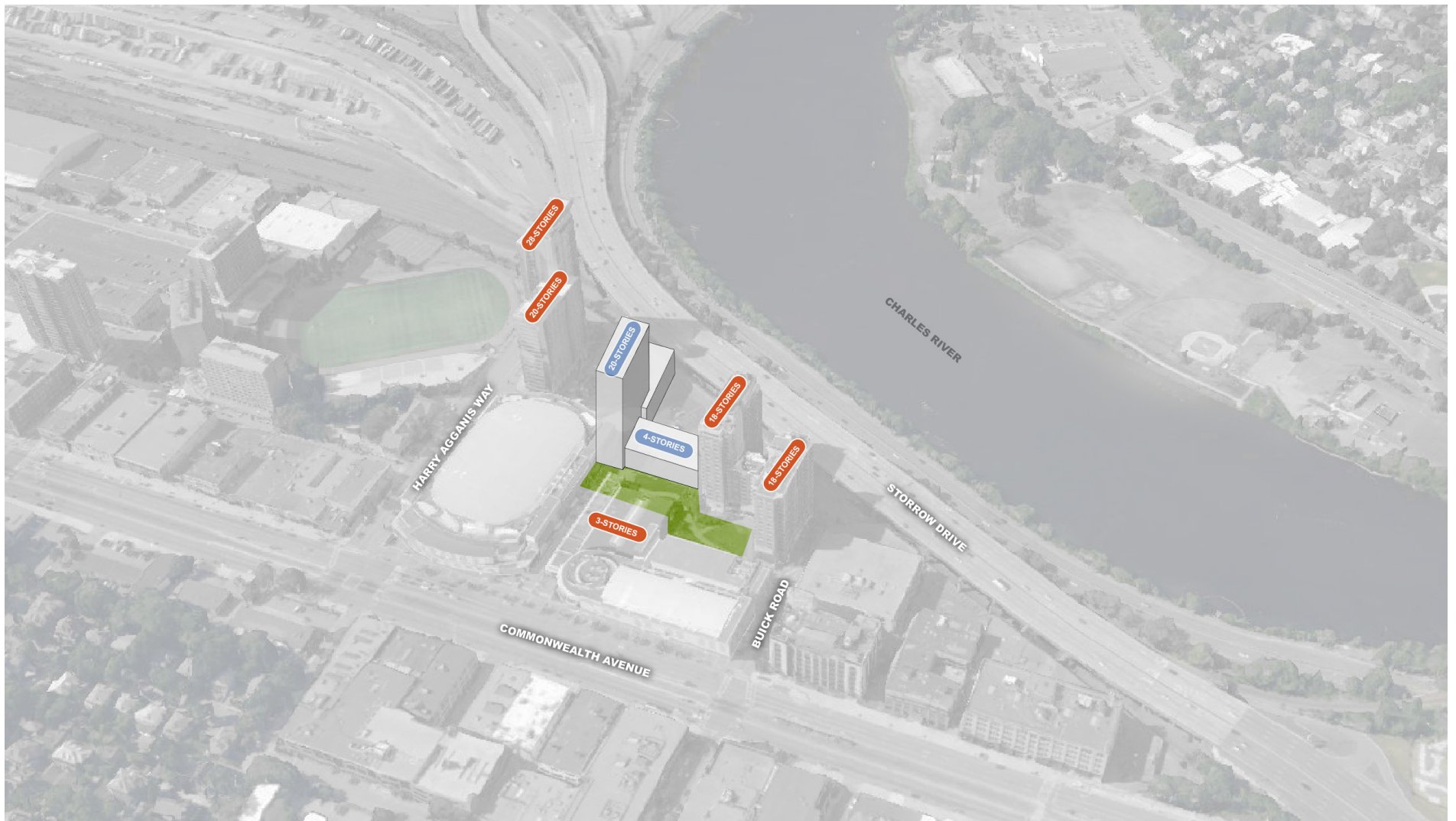


**Fig 3.23** Site AA: Student Village  
Study 1: Mid-Rise Option

The final phase of housing at the Student Village site will occupy the one remaining development site in the complex and will be designed to avoid a wall effect along the turnpike edge of the site. The building will provide needed bed spaces to continue the University's efforts to house more students on campus; it also adds to the density and activity at West Campus and supports this area as a growing center of student life.



**Fig 3.24** Site AA: Student Village  
Study 2: High-Rise Option





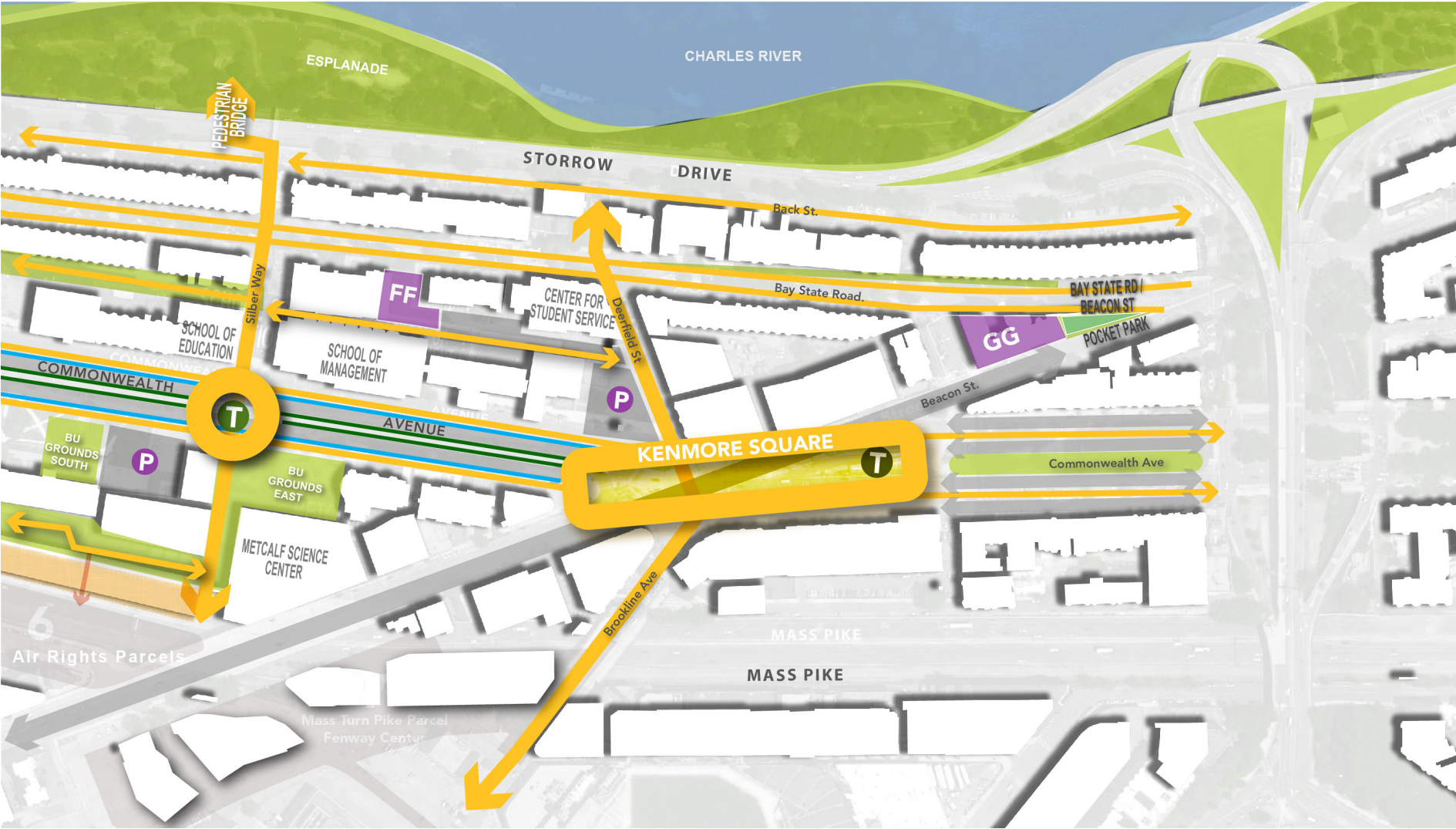
## 3.3 East Campus

### East Campus Principles

- Continue to Strengthen Commonwealth Avenue as the Campus Spine
- Forge North-South Connections and Enhance East-West Connections
- Improve Public Realm with each Project
- Achieve Density through Architectural Excellence
- Transparency and Active Ground Floor Uses
- Corner of Commonwealth Avenue and Deerfield Site is a Gateway Opportunity
- Establish a New Pocket Park at the Intersection of Bay State Road and Beacon Street

**Fig 3.25** East Campus  
Urban Design Framework

- Legend**
- Pedestrian Connections
  - Future Public Realm Improvement
  - IMP Projects
  - Major Nodes





**Fig 3.26** East Campus  
Myles Standish at Beacon Street and Bay State Road



Existing Conditions



Conceptual Illustration of Future Conditions



**Fig 3.27** Site FF: 130 Bay State Road  
Existing Context

**Existing Use:**  
Academic, vacant, and  
open space

**Proposed Use:**  
University use, including academic,  
research, office, and administrative  
uses

**Lot Area:**  
+/- 19,000 square feet

**Proposed Maximum Height:**  
45 feet on Bay State Road,  
stepping up to 75 feet

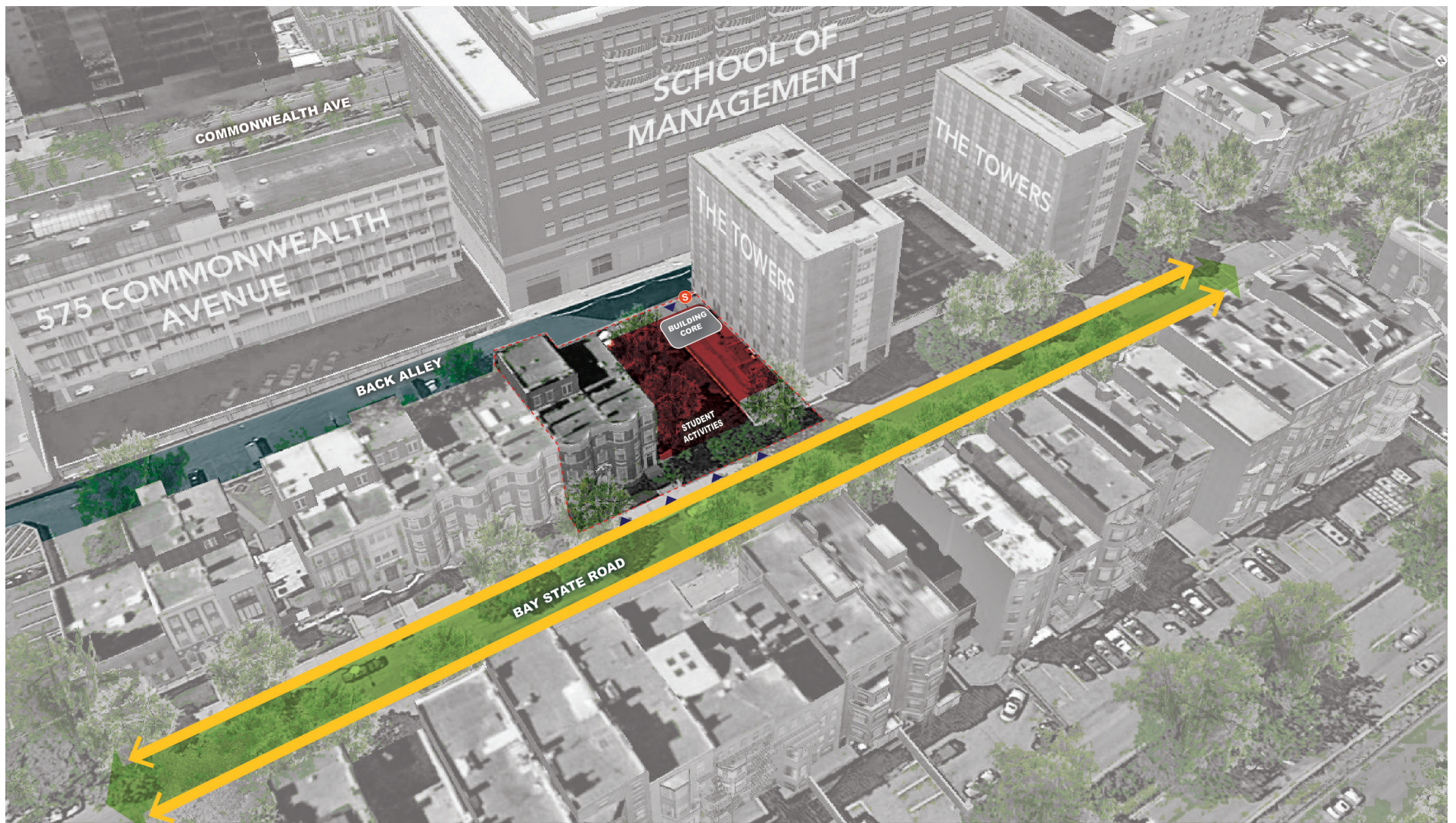
**Proposed Maximum Building  
Area:**  
60,000 square feet

**Proposed Max. FAR:**  
4.0 (existing)





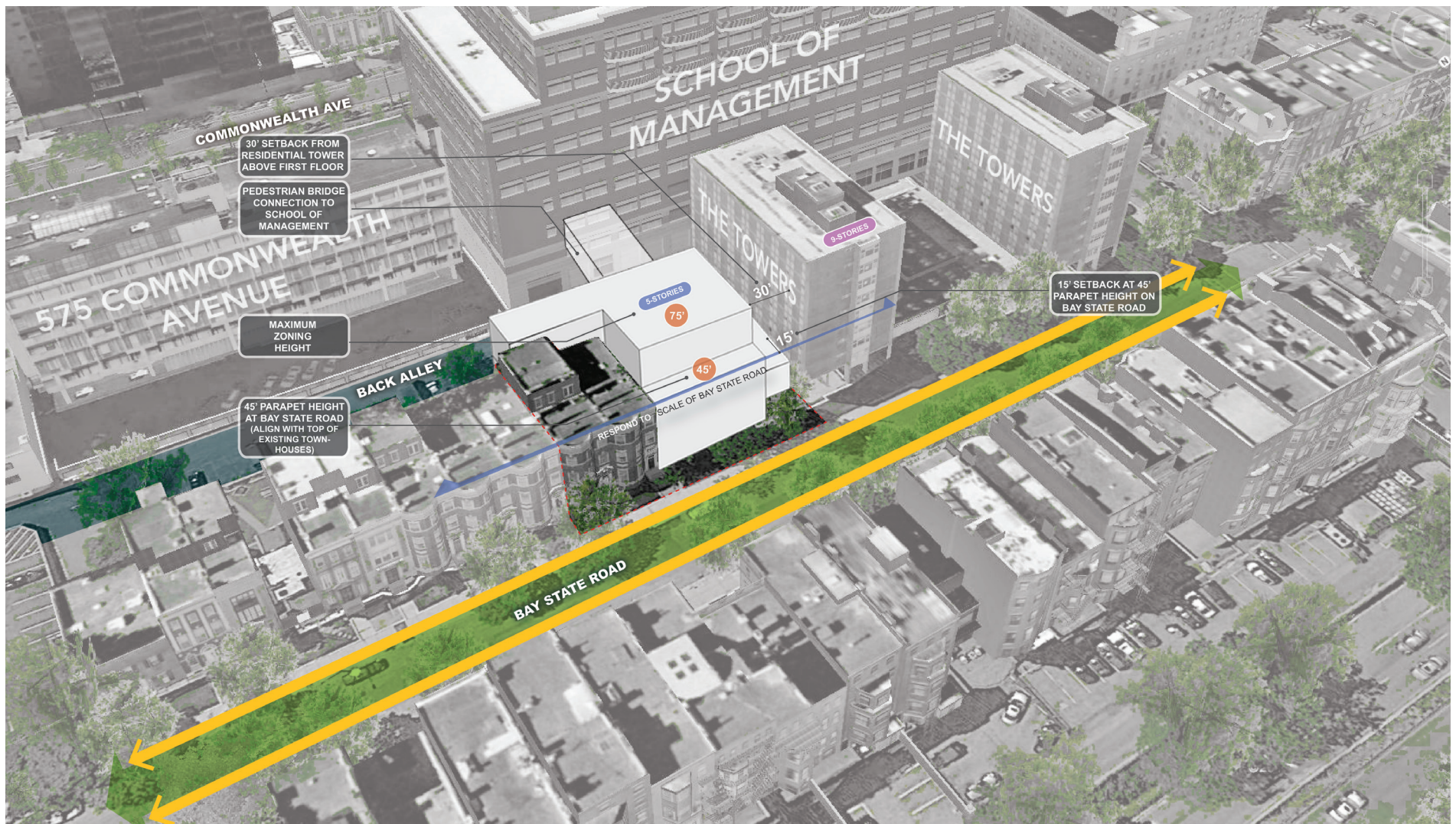
**Fig 3.28** Site FF: 130 Bay State Road  
Access and Desired Connections





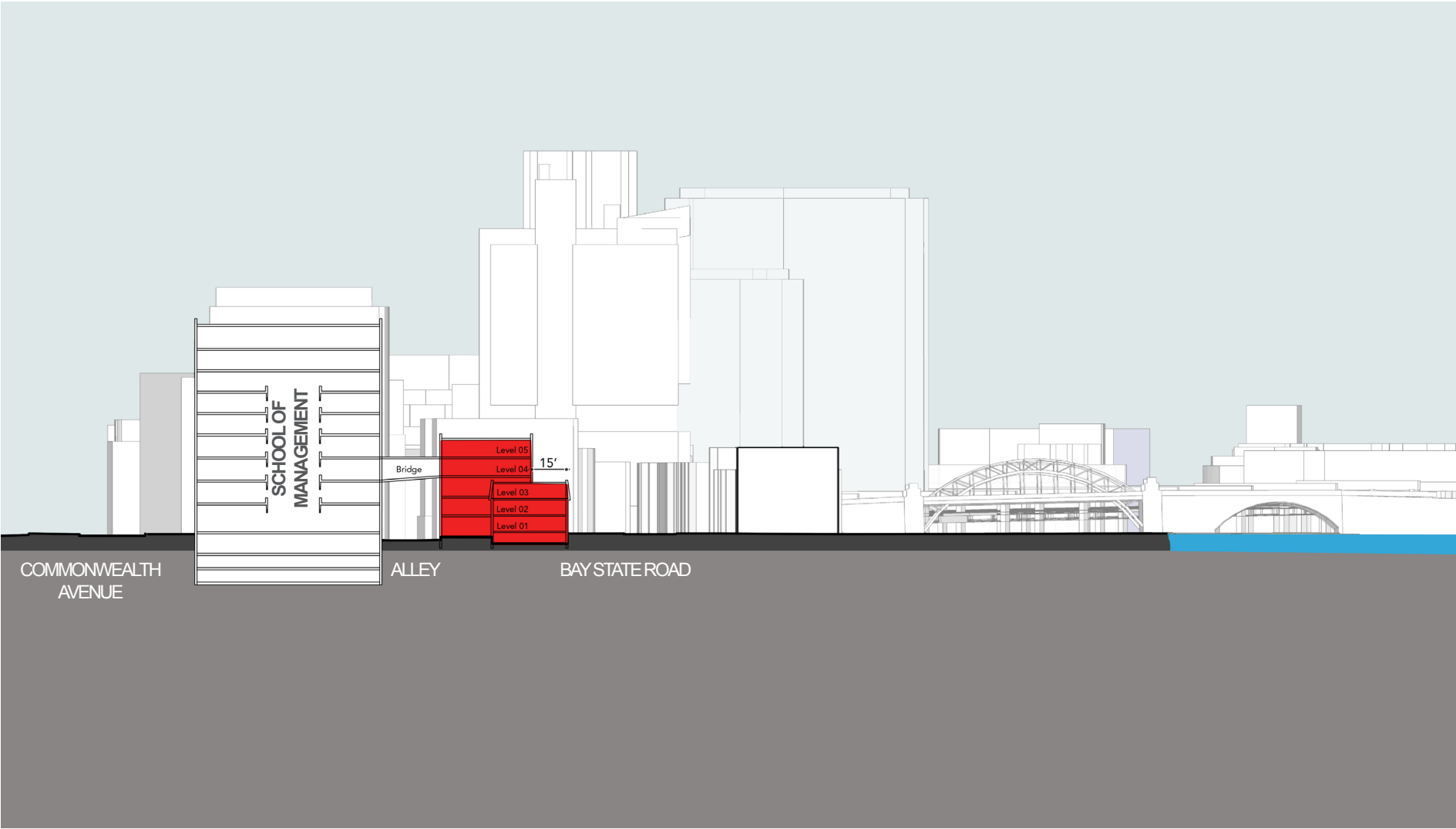
**Fig 3.29** Site FF: 130 Bay State Road  
Principles for the Building Envelope

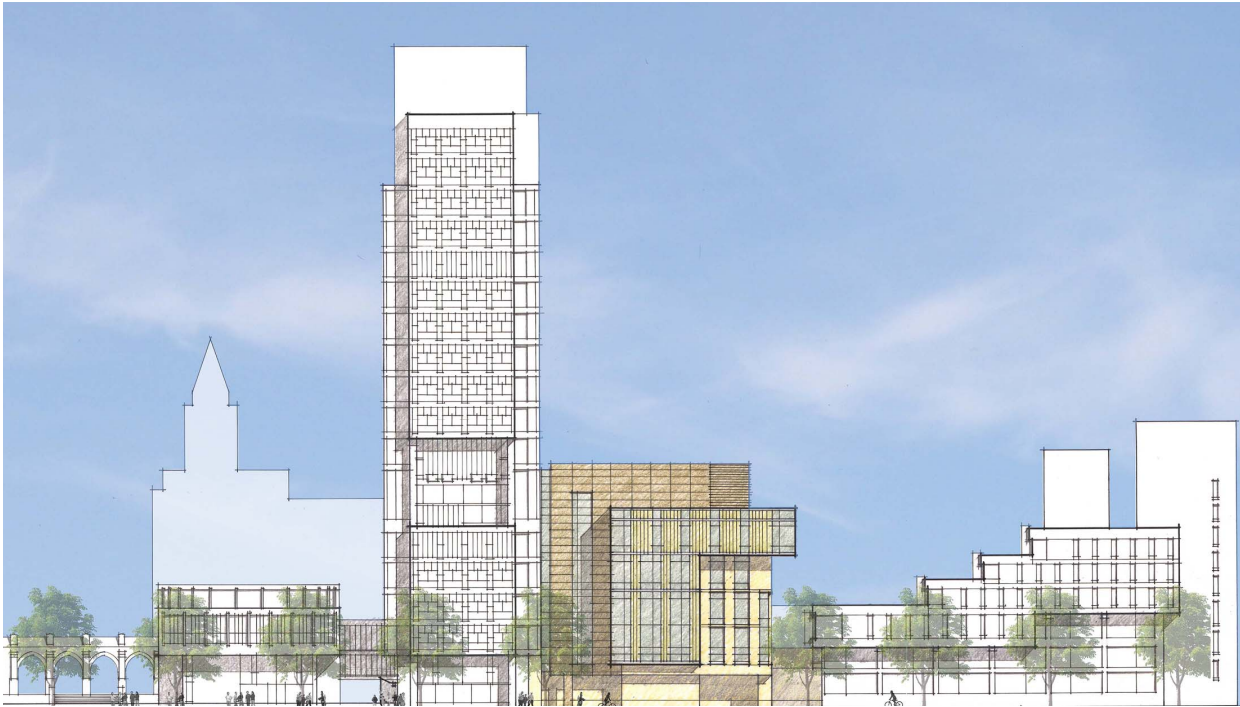
The proposed building at Site FF renovates and restores two existing brownstones and adds a new addition that offers full accessibility and expanded academic and administrative space. The project is consistent with the goal of using unoccupied space and would do so in a manner respectful of the historic district. The public realm along Bay State Road will be maintained by use of a massing consistent with the existing brownstones.





**Fig 3.30** Building FF 130 Bay State Road  
Contextual Section showing sample massing





Boston University Law School Expansion, Bruner/Cott

### 3.4 Precedents

The following collection of precedent examples are intended to demonstrate the architectural and public space quality expected of the proposed Institutional Master Plan Projects. These images are for illustrative purposes only and are not intended to suggest specific designs.



FP3, Fort Point, Boston, Hacin + Associates



Center for Student Services, BU, Bruner/Cott



School of Architecture, Yale University, Gwathmey Seigel, New Haven



## Precedents: Integration with Historic Architecture



Nike Town, Boston, CBT Architects



691 Massachusetts Avenue, Boston, Studio Luz

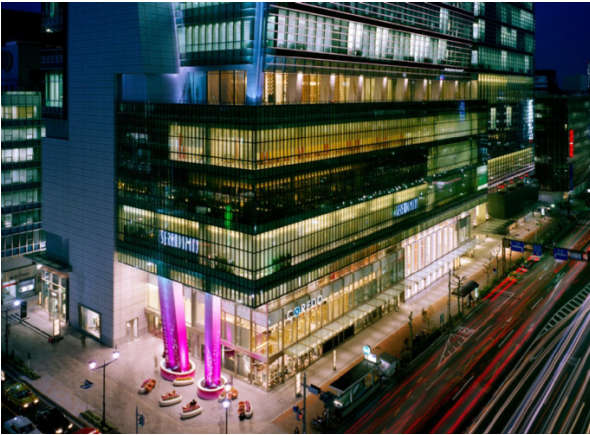


Residential Building, Philadelphia, Wallace Roberts & Todd





## Precedents: Architectural Expression: and Transparency



Merrill Lynch Japan Head Office, Kohn Pedersen Fox Associates



Frank Sinatra School of the Arts, New York, Ennead Architects



South West hotel, Beijing, China, Henn Architects



CR 16 office and residential, Hamburg, Germany, BLK2 Architekten

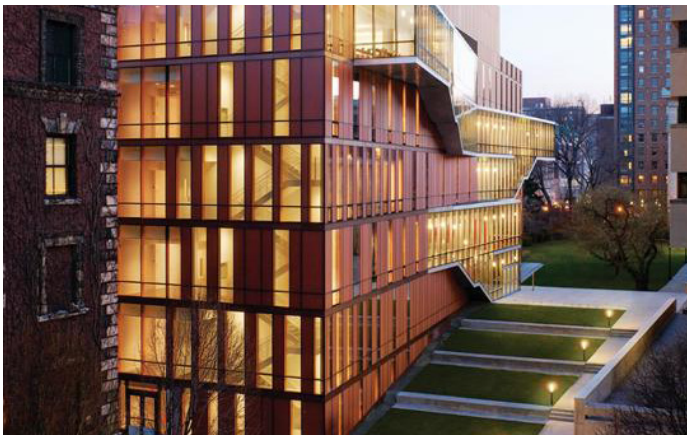




CR 16 office and residential, Hamburg, Germany, BLK2 Architekten



School of Journalism and Communications, ASU, Ehrlich Architects



Diana Center, Barnard College, New York



Center for Urban Science & Progress, NYU, New York, Kohn Pedersen Fox



Newhouse School of Public Communications, Syracuse, NY, Polshek Partnership



Behnisch and Behnisch, University of Toronto



Cooper Union in New York City, Morphosis Architects



Precedents: Ground Floor Animation and Uses



Alice Tully Hall, Lincoln Center, New York, Diller Scofidio + Renfro Architects



190-196 Massachusetts Avenue, Cambridge



Liverpool ONE, Liverpool, UK, BDP



Contemporary Arts Center, UC Irvine, Ehrlich Architects



School of Management at Tyson University, Toronto, Zeidler Partnership



## Precedents: High-Rise Buildings



iQuarter, Cartwright Pickard Architects



Radian Apartments, Erdy McHenry Architecture, Philadelphia



Mecanoo Architekten, Montevideo



CBT Architects, Cambridge



CBT Architects, Boston