

BOSTON REDEVELOPMENT AUTHORITY
URBAN RENEWAL PLAN
CHARLESTOWN URBAN RENEWAL AREA

Project No. Mass. R-55

February 25, 1965

APPLICATION FOR LOAN AND GRANT
PART I: FINAL PROJECT REPORT
PROJECT NO. MASS. R-55

BINDER NO.

Charlestown Urban Renewal Area
Boston Redevelopment Authority
Boston, Massachusetts

EXHIBIT A: PERIMETER BOUNDARIES OF PROJECT AREA

That certain tract of land, referred to as the Charlestown Urban Renewal Area, situated in the City of Boston, County of Suffolk, and Commonwealth of Massachusetts, and bounded generally as follows:

Beginning at a point which is described by the intersection of the southwesterly property line of W. F. Schraffts & Sons at 529 Main Street, and the Service Road at Sullivan Square;

Thence proceeding in a southeasterly direction paralleling the southwest face of W. F. Schraffts & Sons Factory to intersect with the southerly sideline of the B & M Railroad right-of way;

Thence turning and running in a generally easterly direction by various courses and distances along the southerly sideline of the Boston & Maine Railroad right-of-way to the easterly sideline of "A" Street;

Thence turning and running in a southwesterly direction along the easterly sideline of "A" Street to Medford Street;

Thence turning and running in an easterly direction along the northerly side of Medford Street to Terminal Street;

Thence turning and running in a generally northeasterly direction along the westerly side of Terminal Street to the B & M Railroad right-of-way;

Thence turning and running in a generally northeasterly direction along the southeasterly sideline of the B & M Railroad right-of-way;

Thence across the B & M Railroad right-of-way to the easterly property line of Wiggin Terminals, Inc., 50 Terminal Street;

Thence turning and running in a generally northeasterly direction along the easterly property line of said Wiggin Terminals, Inc., to the Mystic River U. S. Pierhead Line;

Thence turning and running in an easterly direction along the Mystic River U. S. Pierhead Line to a point intersecting with the extended westerly sideline of property of the U. S. Gypsum Company, 600 Chelsea Street;

Thence turning and running in a southwesterly direction along the westerly sideline of the said U. S. Gypsum Company property to the southerly sideline of said property;

Thence turning and running in a generally easterly direction along the southerly sideline of said U. S. Gypsum property to the easterly sideline of Chelsea Street;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Chelsea Street to the northerly sideline of U. S. Navy Yard Gate No. 4;

Thence turning and running in a generally southeasterly direction along the extension of the northerly sideline of said Gate No. 4 to the intersection of 2nd Avenue;

Thence turning and running in a generally southwesterly direction along the westerly sideline of 2nd Avenue to a point intersecting with the extended southerly sideline of 3rd Street;

Thence turning and running in a generally southeasterly direction along the southerly sideline of 3rd Street to the westerly sideline of 1st Avenue;

Thence turning and running in a generally southwesterly direction along the westerly sideline of 1st Avenue to U. S. Navy Yard Gate No. 1;

Thence turning and running across Water Street to the easterly sideline of Gate No. 1;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Water Street to the northerly property line of Massachusetts Port Authority Hoosac Pier No. 1;

Thence turning and running in a generally southeasterly direction along the northerly property line of Massachusetts Port Authority Hoosac Pier No. 1 to a point intersecting the easterly property line of said MPA Hoosac Pier No. 1;

Thence turning and running in a generally southwesterly direction by various courses and distances along the easterly property line of said MPA Hoosac Pier No. 1 and the U. S. Pierhead Line and the Massachusetts Harbor Line extended to the Boston-Cambridge city boundary line;

Thence turning and running in a generally northwesterly and westerly direction by various courses and distances along the Boston-Cambridge city boundary line to the intersection with the Boston-Somerville city boundary line;

Thence turning and running in a generally northerly direction along the Boston-Somerville city boundary line to a point which is the intersection of the Boston-Somerville city boundary line and the northwesterly sideline of property now or formerly owned by Food Centre Wholesale Grocery, Inc.;

Thence turning and running in a northeasterly direction along the northwesterly sideline of said property now or formerly owned by Food Centre Wholesale Grocery, Inc., and across the B & M Railroad right-of-way to a point on the northeasterly sideline of said right-of-way;

Thence turning and running in a southeasterly direction along the northeasterly sideline of said B & M Railroad right-of-way to a point which intersects the extended northwesterly sideline of Street "A";

Thence turning and running in a generally northeasterly direction along the extended northwesterly sideline of Street "A" to a point which is the intersection of the northwesterly sideline of Street "A" and the southwesterly sideline of Rutherford Avenue;

Thence turning and running in a generally northwesterly direction along the southwesterly sideline of Rutherford Avenue to Cambridge Street;

Thence turning and running in a generally northeasterly direction across Rutherford Avenue and the Service Road at Sullivan Square to a point which is the intersection of the northerly property line of W. F. Schraffts & Sons property at 529 Main Street, and the Service Road at Sullivan Square, which is the point and place of beginning.

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URBAN RENEWAL PLAN

Charlestown Urban Renewal Area
Boston Redevelopment Authority
Boston, Massachusetts

CHAPTER I: DESCRIPTION OF PROJECT

SECTION 101: Project Boundaries are shown on Map 1:
Property Map and Perimeter Boundaries, enclosed.

SECTION 102: Project Boundary Description:
Exhibit A enclosed.

CHAPTER II: OBJECTIVES

SECTION 201: Basic Goals

The basic goal of urban renewal action in the Charlestown Area is to stimulate and to facilitate public, private and institutional development efforts in the area in such a way as (1) to preserve the neighborhood, (2) to assure the public health and safety, (3) to strengthen the physical pattern of neighborhood activities, (4) to reinforce the fabric of family and community life, and (5) to provide a more wholesome framework of environmental conditions better suited to meet the requirements of contemporary living.

SECTION 202: Specific Planning and Design Objectives

1. Expansion of the Residential Community

The purpose of this plan is to strengthen Charlestown as a residential community. Planning actions should treat directly those factors causing the post-War housing decline, should provide new and varied housing opportunities to check and reverse such trends, should stabilize housing values, and should provide optimum opportunity for, and inducement to, residential rehabilitation. Planning actions should include the following:

- A. The reclamation of land which had been predominantly residential in use, but which has become mixed in use to the detriment of the residential uses. These areas occur generally at the edges of the residential community, and are found particularly between Main Street and Rutherford Avenue, and along Medford Street. Consistent with the residential emphasis of this plan, three major sites and several small ones should be reclaimed for residential, or residential related use.
- B. The acquisition of deteriorated structures, abandoned buildings, properties seized for non-payment of taxes, and underutilized vacant lots, as sites for new private residential construction, for related public or recreational use, and for limited local parking use.
- C. The reclamation of land which, though not in mixed use, either is adjacent to or related to residential uses, is not separated by suitable barriers, presents a barrier to desirable natural features, or is otherwise marginal, for residential and related uses. Such an area surrounds the Little Mystic Channel. This area should be redeveloped as a major new housing site with adjacent community-serving recreational areas. Development of this site should make possible access to and use of the waterfront areas by all residents of Charlestown.
- D. The design of new housing should be consistent with Charlestown's existing scale, building materials, and historic character. It should be consistent with the needs of moderate income families and generally reflect the needs of present and future Charlestown residents. A variety in housing types is desired, and opportunities for owner-occupied development should be provided. Housing design objectives apply both to the development of larger sites and to the design of individual housing elements. Particularly for larger sites design attention should be paid to the provision of adequate parking areas and to open areas for planting and recreational uses. Appropriate local commercial facilities should be added to serve these larger sites. For smaller individual residential parcels on existing residential streets, parking and open areas may be infeasible on such parcels. Where this is the case, attention should be given to using available sites in the immediate vicinity for block parking needs and as open space for recreational and other purposes.
- E. New public facilities, project area improvements, and new developments, should be programmed in a way to serve as an incentive for rehabilitation and to retain the residential nature of the area. Public actions should also include technical assistance and encouragement to homeowners for residential rehabilitation.

2. Compatible Relation Between Local and Regional Transportation

Charlestown is in the transportation corridor connecting downtown Boston with the northerly and western parts of the region. The separation of local and regional transportation systems is essential to the development of residential, institutional, industrial and commercial opportunities. The new major street systems and the revised internal street systems should separate regional and local traffic. In general, through traffic should be directed to the periphery of the residential area and discouraged on interior residential streets. The following specific actions should occur:

- A. Rutherford Avenue should be improved and relocated to improve the north-south flow of traffic to and from downtown Boston.
- B. Lines of traffic to various destinations in the City Square area should be separated from each other. Chelsea Street, Lowney Way, and Water Street should be tied into a circular system to handle the increased flows anticipated upon completion of the Inner Belt system and the new bridge systems over the Charles River.
- C. By redesign of streets, change in direction of traffic flow, and control of traffic signals, through traffic should be discouraged on the major north-south residential streets. The elevated rapid transit facility over Main Street must be removed to eliminate the major residential blighting influence in the area and to enable the street to be redesigned for improved traffic flow. New rapid transit service should be provided along the railroad right-of-way south of the Massachusetts Bay Community College site. Bus routes should connect with the new MBTA stations and with downtown Boston.

3. Compatible Relation Between Local and Regional Land Uses

The present mixture of incompatible land uses should be corrected. The greatest number of these occur along the edges of the residential community, and it is here that strong action should be taken to separate residential from non-residential uses. Within the residential district divergent uses should be discouraged. The following specific actions should occur:

- A. Rutherford Avenue should be relocated to separate industrial areas from new housing and to define the boundaries of the new shopping center and the new Community College.
- B. At the northerly residential boundary, Medford Street should separate residential from other uses. Upon development of the Little Mystic Channel area for residential and recreational use, Terminal Street will form the natural boundary of the residential area. Upon the development of industrial and waterfront facilities to the north of Terminal Street, attention should be given to extending Terminal Street in a southwesterly direction to connect with Chelsea Street in order that appropriate access to the industrial and waterfront development can occur and be separated from internal residential streets.

4. New Community Facilities

Charlestown's public facilities must be renewed in order to attract the new residential development essential to meeting the objectives of the plan and in order to encourage large-scale residential rehabilitation. New community facilities, therefore, must be provided throughout the Charlestown district. Such facilities should include the following:

- A. New elementary schools should be constructed to replace old, obsolete, or abandoned school buildings. Because of Charlestown's topography and tradition, a number of elementary school sites readily accessible to children should be provided.

- B. New fire stations should be constructed to replace obsolete or abandoned ones. New stations should be strategically located with respect to local street systems. Traffic signal control should be integrated with Fire Department control.
- C. The new major recreational area at the Little Mystic Channel should be for all age groups. Smaller recreational areas should be provided throughout the residential district for various age groups.
- D. The major shopping area programmed between the old Thompson Square and the Prison Point Bridge should provide opportunities for shopping, entertainment and recreational use. It should serve both pedestrian and vehicular traffic and should include, where possible, opportunities for sharing facilities such as parking, with neighboring users. Local shopping permitted in other areas of the district should be restricted to local use and should not be designed to encourage regional users.
- E. The Massachusetts Bay Community College shall provide low cost higher education for Charlestown residents and other persons in the region using the improved mass transit and highway facilities. Evening classes will be offered to those persons who are working and cannot attend full-time day sessions of the College. It is contemplated that the College will sponsor lecture series and other adult education events that will be open to local citizens and that some community use of lecture halls, libraries, and athletic fields will take place.

The design of the College should minimize the adverse effect of excessive vehicular traffic upon the community by emphasizing rapid transit accessibility, and by limiting vehicular access to controlled access points. Structural and landscaping elements should enhance the site, and be of a scale and nature appropriate to the new housing and commercial areas to be developed nearby, and the historic residential nature of the Charlestown district.

5. General Improvement of Environmental Conditions

It is essential that City facilities including streets, lighting, and utility systems be modernized in order that new development and rehabilitation can be encouraged. Because the major residential treatment is rehabilitation, careful attention should be given to the design of such facilities. All such new facilities should respect Charlestown's existing structural scale and character.

CHAPTER III: PROPOSED RENEWAL ACTIONS

SECTION 3C1: Proposed Types of Renewal Actions.

Proposed types of renewal actions within the Project Area consist of a combination of clearance and redevelopment activities; changes in land use; provision of public improvements and public facilities; construction of the Massachusetts Bay Community College; construction of a new rapid transit facility in order to permit thereby the removal and dismantling of obsolete and blighting rapid transit structures; rights-of-way and utilities changes; zone district changes; and rehabilitation activities.

SECTION 3C2: Clearance and Redevelopment Activities.

Clearance and redevelopment activities will include: (1) the acquisition of real property; (2) the management of acquired property; (3) the relocation of the occupants thereof; (4) clearance of land and buildings; (5) the installation, construction, and reconstruction of improvements; and (6) the disposition of land and other property for uses in accordance with the building requirements, land use and other provisions of the Urban Renewal Plan.

SECTION 3C3: Rehabilitation Activities.

Rehabilitation activities may include, but are not limited to: (1) the systematic enforcement of rehabilitation standards, set forth in Chapter VIII; (2) the provision of technical assistance to facilitate rehabilitation; (3) the undertaking of rehabilitation demonstrations; (4) the acquisition and disposition of real property for rehabilitation in accordance with the land use requirements and rehabilitation standards set forth in the Plan; (5) the acquisition, retention, management, rehabilitation, disposition or clearance of real property which is not made to conform to the rehabilitation standards of the Plan.

SECTION 3C4: Public Improvements.

Public improvements will include, as necessary, the abandonment, provision, improvement, extension, construction, reconstruction, and installation of public buildings, open space, rights-of-way, mass transit facilities, streets, and utilities such as water, sewers, traffic and street lighting systems, and police and fire communication systems, in order to carry out the provisions of the Urban Renewal Plan.

Public buildings may include school and college facilities, police stations, libraries, and health, welfare and recreation facilities. Public open space may include parking areas, playfields, playgrounds, tot lots, parks and landscaped areas.

The location of public buildings, open space, and rights-of-way shall substantially be as shown on Map 3, Proposed Land Use, attached hereto.

Street and public utility changes shall substantially conform to the rights-of-way shown on Maps 3 & 4, Proposed Land Use, and Right-of-Way Adjustments Plan. Streets, right-of-way adjustments and public utility changes shown on Maps 3 & 4 indicate intended actions necessary to accomplish the objectives of the Plan, and are subject to modification contingent upon final engineering plans and specifications for such actions.

SECTION 305: Massachusetts Bay Transportation Authority Rapid Transit
Line, Removal and Relocation.

The existing obsolete and blighting Massachusetts Bay Transportation Authority elevated main line rapid transit facility, including stations and other accessory uses, will be removed and relocated under the provisions of Chapter 121, Section 26V, Massachusetts General Laws, and other applicable statutes and regulations. The removal and relocation of these facilities will be performed pursuant to the provisions of this Plan and agreements entered into hereunder, and will include the abandonment, dismantling and removal of the existing elevated structures and accessory facilities, the construction of a relocated rapid transit facility, stations, plazas, and accessory facilities.

CHAPTER IV: PROPERTY ACQUIRED OR TO BE ACQUIRED

SECTION 401: Identification

Property acquired or to be acquired by the Boston Redevelopment Authority for clearance and redevelopment shall be as shown on Map 2, Treatment Areas.

SECTION 402: Special Condition for Properties Not Designated for Acquisition

Any property designated for conservation on the Treatment Areas Map may be acquired by the Boston Redevelopment Authority following the giving of notice as prescribed in Section 809, if the Authority determines that such property has not been made to conform to the rehabilitation standards set forth in Chapter VIII.

Any or all of the following additional parcels, referred to herein as "Mystic Wharf", "Grain Elevator", Parcel R-82 (44 High Street), and the Library at 43 Monument Square may be acquired by the Authority upon its determination that the conditions applicable to each of such parcels, respectively, contained in the Land Use and Building Requirements found in Chapter VI that must be satisfied before acquisition can take place have been so satisfied.

SECTION 403: Use of Property Acquired under Special Conditions

The Boston Redevelopment Authority may clear where necessary and sell or lease for redevelopment, renewal, or rehabilitation, or retain for rehabilitation and subsequent disposition all or any portion of that property which it has acquired under the special condition set forth in Section 402. Where such property is sold or leased for redevelopment, the Authority shall establish controls relating to land use and building requirements, and such controls shall be consistent with the requirements and controls imposed upon similar property by provisions of the Urban Renewal Plan.

SECTION 404: Interim Use of Acquired Property

The Boston Redevelopment Authority may devote property acquired under the provisions of this Plan to temporary use prior to the time such property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities, rehabilitation demonstration projects, parking, relocation purposes, and public transportation or recreational uses in accordance with such standards, controls, and regulations as the Authority may deem appropriate.

CHAPTER V: RELOCATION OF FAMILIES AND INDIVIDUALS

SECTION 501: Families to be Displaced.

(A) Volume

Approximately 525 families and single person households reside in clearance sections in the project area. Information about the characteristics and housing needs of these households is primarily from family surveys conducted by the Authority in 1961, and closely analyzed on the basis of income, rent-paying ability, age, family size, expressed preference, and similar factors.

(B) Needs

Of the 525 households, about 80% (425) need from one to three bedrooms. Three out of four families (395) are expected to move into rental housing, and one out of four (130) to purchase homes. Nearly two out of every three (325) families are eligible for low-rent public housing, but preferences indicate that fewer than one out of four (130) will desire to relocate in such housing. It is expected that the majority of families who will relocate into public housing are elderly persons.

SECTION 502: Availability of Relocation Housing.

(A) Schedule of Availability

A relocation schedule staged over a four year period will average 130 household moves a year, or about 11 a month, and housing to meet these needs will become available in existing sales and rental opportunities; in units which may be made available under the rehabilitation demonstration program; in new and existing low-rent housing and in new housing construction provided for under the Plan. Because nearly nine out of ten families interviewed have voiced a preference for remaining in Charlestown, the relocation program is scheduled so that housing opportunities within Charlestown should meet the demand. For families who desire to move out of Charlestown, adequate resources exist elsewhere in the Boston area.

(B) Private Rental Housing

Existing private rental vacancies in Charlestown have been located and inspected in field surveys by the Redevelopment Authority staff. In August, 1963, in five days, survey teams located 30 potential vacancies. Twenty-two were inspected and 15 of these renting from \$60 per month (gross rent) in one to three bedroom units were determined to be standard. In December, 1962, in six days, a survey team located 26 potential vacancies, inspected 20, and found 14 standard units renting from \$50 per month (gross rent) in one to three bedroom sizes. Turn-over of rental vacancies, similar to those found in the August 1963 and December, 1962 field surveys would be expected to occur over any period of months during the several stages of project execution.

A standard method for determining the availability of rental units is the analysis by district of utility shut-offs associated with the vacation of units by tenants and their availability for occupancy by new tenants. Such an analysis was made for the Charlestown district for the period January through July, 1964. During this period, a total of 332 such utility changes were recorded. This supports the determination that a substantial number of existing rental units in the Charlestown area become and will continue to become available during any given period of time.

Typical availability of private rental vacancies in the City of Boston as a whole are indicated by commercial real estate listings. For example, on August 18, 1963, the Boston Sunday Globe Real Estate Section carried Boston listings for a total of 109 units of one to four bedrooms, renting from \$60 per month (gross rent). This indicates only a portion of turnover in rental housing in the City. Such rental housing in the City has been characterized by net outmigration, resulting in increasing numbers of rental units becoming available from year to year.

Under the Urban Renewal Plan, opportunities are provided within Charlestown for the construction of up to 1200 new moderate-rental dwelling units. Preference in such housing would be afforded to families and individuals to be relocated.

(C) Public Rental Housing

The Boston Housing Authority currently operates 1,149 dwelling units of various sizes in Charlestown. They have reported a turnover of up to 120 units of all sizes each year. In the rest of the City of Boston, the Housing Authority operates 13,248 additional units, which for 1963 had approximately 1800 vacancies.

New units of public rental housing for elderly persons are proposed. The Charlestown Plan provides opportunities for approximately 200 of these units, while in other parts of Boston several hundred units of low rent housing for the elderly are in various stages of development. Preference for such housing as well as special favorable considerations such as higher income allowances are made for relocated families and individuals.

(D) Private Sales Housing

Existing sales housing opportunities in Charlestown are indicated by mortgage transactions recorded in the Appraiser's Weekly journal. In the eighteen-month period through June 30, 1963, there was a turnover of 79 residential structures which ranged from one to four family in size and from \$6,000 to \$12,000 in price.

Similarly, in the City of Boston, for a twelve-month period there was found to be a substantial supply of sales housing at a variety of prices and sizes. Because of the trend for the City of net outmigration the availability of homes for sale is expected to continue.

Under the Urban Renewal Plan for Charlestown, opportunities for up to 200 units in sales housing are provided. Families and individuals to be relocated would receive first preference for available house lots.

(E) Rehabilitation Demonstration Housing

Under the rehabilitation demonstration program which can be undertaken by the Authority, up to 100 rehabilitated dwelling units in Charlestown as available may be rehabilitated for residential use. Preference in such accommodations will be given to families and individuals to be relocated.

(F) Summary of Housing Availability

Charlestown families have expressed their preference for the type of housing they desire. With vacancies in existing private and public housing in Charlestown, with units of new elderly housing, and units which can be made available under the demonstration

rehabilitation program, the supply should meet the relocation demand.

Opportunities for new housing construction under the plan are substantial and are in excess of the supply of existing housing. The following table indicates the yearly relocation demand, and the programmed supply exclusive of new private housing:

RELOCATION DEMAND AND SUPPLY

TWELVE MONTH BASIS

	Number Units Required Charlestown	Number Units Available Charlestown
Elderly	22	50 ^a
Low Income	10	60 ^b
Rehabilitation Demonstrations	15	25 ^c
Private Rentals	50	90 ^b
Private Sales	<u>34</u>	30 ^b
Total - 12 months	131	
Total - 48 months	524	

- a New Construction (up to 200 units)
- b Assumes that half of existing supply will be "captured" for relocation purposes.
- c Maximum limitation - 100 units

An early start on new elderly housing is scheduled. The repair of one rehabilitation demonstration structure is substantially complete, and plans and specifications for several others have been prepared. Selective new construction on presently vacant lots can provide early new housing opportunities for families to be relocated.

SECTION 503: Method of Relocation.

(A) Relocation Staff

The Boston Redevelopment Authority will employ professionally-trained Relocation Workers and Home-Finders to work in the Charlestown Relocation Program. The Relocation Workers will interview families and individuals to determine their housing needs and will consult with and aid each household in carrying out a satisfactory plan for relocation.

Home-Finders will locate, inspect and refer standard apartments and houses for rent or sale to families and individuals requesting assistance. Assistance will be offered in renting or leasing, in the purchase of homes, and in procuring mortgage insurance through FHA programs or conventional financing sources.

Eligible families and individuals will receive payments for moving expenses as are permitted under applicable regulations. (Current maximums are \$200.)

(B) Special Problems

The Authority is cognizant of the difficulties encountered by low income and elderly families and individuals in securing standard and suitable housing accommodations.

The relocation staff, with the cooperation of the Boston Housing Authority, will aid and assist low income families and elderly individuals in applying for and securing vacancies in low rental public housing and housing for the elderly in Boston. The relocation staff, with the cooperation of the Boston Public Welfare Department and other agencies, will advise and assist families and individuals in securing pensions, welfare, and other economic benefits to which they may be entitled.

Home-Finders and Relocation Workers will explain the benefits of FHA housing programs and encourage potential purchasers to utilize the services of the staff to effect home purchase.

The Family Relocation Department, the United Community Services of Metropolitan Boston, and Action for Boston Community Development, have developed joint programs to extend improved social services of public and private agencies and neighborhood resources to families and individuals being relocated and to be relocated. Such services will be extended to low income and elderly families and individuals to assist them in relocating and adjusting to the neighborhoods of their choice.

(C) Temporary Relocation

Staff effort will be directed to secure satisfactory and permanent moves on the part of families and individuals. If the need arises, temporary accommodations may be found in order to move people out of dangerous or unsafe buildings or dwelling units to permit demolition activity in priority sections, or for other compelling purposes.

SECTION 504: Standards for Relocation.

(A) Ability to Pay

The ability to pay for housing is considered on an individual family basis, taking into account available income, family size and current financial obligations.

For private rental or sales housing, ability to pay 20-23 per cent of family income for gross housing costs is considered a practicable standard, except where unusual conditions exist. This standard is in conformance with accepted practices in the private housing market.

(B) Location

The location of housing referred will be related to individual family preferences, within reasonable commuting time and expense for the principal worker of the family to and from his place of employment, and in areas that meet the family's needs for public and commercial facilities.

(C) Condition

Housing referred to families will be inspected to assure that it is decent, safe and sanitary standard housing in compliance with applicable codes and ordinances.

CHAPTER VI: LAND USE AND BUILDING REQUIREMENTS

SECTION 601: Land Use Plan

The general use of land in the project area shall be as shown on the Proposed Land Use Map, as it may be amended from time to time in accordance with the provisions of this Plan, and as described further herein.

SECTION 602: Land Use and Building Requirements

The use of land shall be in accordance with the Standards and Controls, the Table of Land Use Requirements, and the Specific Site Requirements of this section. These provisions are cumulative, not exclusive, except that in so far as they may be inconsistent, they shall apply in the following order:

- (a) Specific Site Requirements
- (b) Table of Land Use Requirements
- (c) Standards and Controls

Definitions

Standards and Controls

1. All Other Areas.
All areas within the Project Area exclusive of disposition parcels.

The use and development of land within such areas shall be in accordance with the objectives of this Plan, and the Authority has and may impose controls within such areas that are reasonable and necessary to accomplish the purposes of the Plan.
2. The Authority.
The Boston Redevelopment Authority.
3. Building Envelope.
The geometric shape defined by the application of height, setback, and similar controls.

Unless otherwise permitted buildings and appurtenances may not be constructed beyond the building envelope specified.
4. Chapter 121, Massachusetts General Laws.
Subject chapter as amended.
5. Density
The number of dwelling units per acre. The area measured shall include on-site access roads, service drives, parking areas, play areas, planting and service areas.
6. Floor Area Ratio
The ratio which the gross floor area of all structures on a lot exclusive of floor area required to meet off-street parking requirements bears to the area of the lot.
7. Height
The height of buildings as defined in the Boston Zoning Code.

Where a specific height for a disposition parcel is omitted under the Table of Land Use Requirements or under Specific Site Requirements, and is not otherwise specifically required under this section, the height of any structure shall not be disproportionate to buildings on the same or adjacent blocks.

Definitions

Standards and Controls

A structure which would exceed the average height of buildings in the same block by more than ten per cent shall be presumed to be disproportionate.

The Authority may determine what is a maximum height for any proposed structure on a disposition parcel and include such maximum height as a limitation and condition in any land disposition agreement for the sale of such parcel.

8. Off-Street Loading Space

For uses which involve loading and unloading, suitable off-street loading bays and maneuvering areas shall be provided within the parcel, and the developer shall demonstrate that they will be adequate in number, size, location, access and arrangement to meet the operational requirements of the land and building uses.

For non-residential structures of 50,000 square feet or more of gross floor area at least one off-street loading bay shall be provided unless the developer demonstrates that such bay is unnecessary for operational requirements.

9. Open Space.

Where open space is required, not more than 80 per cent shall be paved, and the remainder shall be planted; trees, in a ratio of no less than one per quarter acre, shall be provided; no area assigned for vehicular use shall be counted as fulfilling open space requirements.

10. Other On-Site Improvements.

All improvements on the land, including buildings, landscaped areas, and parking areas, shall be properly maintained in good repair, and in clean, sanitary and attractive condition. Sufficient suitable refuse and garbage storage and disposal facilities, including structural enclosures where appropriate, shall be provided and properly maintained.

11. Parking Areas.

Parking areas include all space allocated for vehicular use, including service driveways, maneuvering space, and parking spaces, as well as the landscaping requirements contained herein. Where parking spaces are required, 350 square feet shall be allocated per required space.

Unless otherwise required, off-street parking spaces shall be provided in a number sufficient to meet the needs of persons employed at or otherwise using the facilities involved. For institutional and public uses, the provision of one parking space for each 600 square

Definitions

Standards and Controls

feet of gross floor area shall be presumed to be a sufficient number. For industrial uses, the provision of one parking space for every 1,000 square feet of gross floor area or one space per two employees on the largest anticipated shift, whichever is the larger, shall be presumed to be a sufficient number. For commercial uses, the provision of two square feet of parking for each square foot of commercial use is a minimum requirement, except that where the developer demonstrates that a substantial portion of trade can be expected to be walk-in, this minimum may be reduced. For public elderly housing uses, one parking space for every five dwelling units is a minimum requirement.

In determining the appropriateness of parking areas, the following standards will be considered as desirable guidelines:

Single large parking areas are considered undesirable.

Several smaller parking areas to meet parking requirements are encouraged. For residential parcels particularly, where several or more parking spaces are required, no single parking area should exceed 15 per cent of the total site;

All parking spaces required in connection with residential development should be within 100 feet of a dwelling unit, and all dwelling units should be within 100 feet of a parking space;

All open parking areas should have at least one tree for every twelve parking spaces;

Open parking areas including in excess of 50 parking spaces should be visually screened with planting or appropriate fencing along the perimeter;

Access driveways should be a minimum of 20 feet in width and should not be obstructed within a height of 14 feet of their surface.

Departures from these guidelines may be permitted upon a demonstration by the developer that their intention is otherwise substantially met.

Parking space requirements can be met by either open or covered parking and by parking spaces wholly or partially within the buildings housing the principal uses to which the site is devoted.

Definitions

Standards and Controls

12. Parking Ratio.
Parking ratio for residential parcels means the number of car spaces per dwelling unit.

13. Setback.
The distance between the parcel line and a line beyond which no part of the building may protrude.

14. Signs.

All signs shall be limited to simple identification of the building use or occupant. No sign shall be flashing or animated. All signs will be subject to design review and approval in order to ensure conformity with the objectives of this plan. Departures from sign requirements may be permitted only after a positive showing by the proponent, based on definite standards, that the sign proposed conforms to the objectives of this plan.

15. Subdivision.

The Authority may subdivide parcels as appropriate, with permitted uses made applicable to sub-parcels. In the event of subdivision, parking requirements will be divided as appropriate.

16. Utilities.

The placement or replacement of all private and public utilities will be underground.

TABLE OF LAND USE REQUIREMENTS^a

<u>Parcel Number^b</u>	<u>Permitted Uses^c</u>	<u>Max. Building Height (feet)</u>	<u>Max. Floor Area Ratio</u>	<u>Max. Density</u>	<u>Min. Parking Ratio</u>
R1-R3	Residential	45	Min. 0.5 Max. 1.0	Min. 20 Max. 40	1
R4-R18	Residential	45	1	35	1 ^d
R19-R54	Residential	25	1	25	1 ^d
R55-R67	Residential	25	1	*	0.2
R68-R85	Residential	*	*	*	*
C1	Commercial	*	Min. 0.5 Max. 1.5	*	*
C2-C10	Commercial	17	1	NA	*
P1-P8	Public	*	*	*	*
P9-P14	Public	0	NA	NA	NA
P15-P16	Public	*	*	*	*
P-16	Institutional	*	*	NA	NA
I-1	Institutional	NA	NA	NA	NA
X1-X44	Alternates	*	*	*	*
All Other Areas	*	*	*	*	*

* As stated further herein, or as may be determined by the Authority.

a. Specific requirements for selected sites follow, and may vary the requirements of this table.

b. Disposition Parcel Numbers as shown on Disposition Parcels Map.

c. Primary.

d. For parcels of 20,000 square feet or less this requirement may be waived by the Authority.

SPECIFIC SITE REQUIREMENTS

PARCEL R1

A. PERMITTED USES

Parcel R1 may be subdivided by the Authority, and for each subparcel the principal use shall be residential, except that permitted use of the subparcel designated R1a may be public. A subsidiary use of the parcel or subparcels as local commercial is permitted, except that such use shall be limited to the ground floors of structures fronting on Medford Street, may not exceed 20 per cent of that frontage, and shall be of limited depth.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that this major parcel serve two functions: provide a large number of dwelling units at moderate rental levels; provide for direct and attractive access by the public to the waterfront. Its design must be distinct from that of the nearby public housing project. Public rights-of-way should be placed through it, connecting with the Little Mystic Channel. Local commercial uses permitted should be located conveniently both to residents of the site, and of nearby housing areas.

The design of the northerly edge must both recognize the Channel view, and the need for protection from winds. The interior of the site must provide a variety of functional open spaces, including children's play areas, sitting areas, and planting areas. Buildings shall be designed to produce variety in both facade and roof planes. The individual identity of dwelling units, or small groups of units, should be expressed. Use of balconies, roof terraces, and other devices, to produce a variety of private outdoor space and dwelling unit types are desired.

C. BUILDING REQUIREMENTS

1. Floor Area Ratio: Shall not exceed 1.0 nor be less than 0.5.
2. Density: Shall not exceed 40 dwelling units per gross acre, nor be less than 20 units per gross acre.
3. Height: Principal buildings shall be not more than 45 feet, nor less than 20 feet, in height.
4. Parking: There shall be no less than one parking space per dwelling unit. Not more than 10 per cent of the parking area required shall be located within 15 feet of Medford Street.
5. Access: Access driveways should originate only from the vicinity of the intersection of Medford Street and Tufts Street, and from the vicinity of the intersection of Medford Street and Monument Street.
6. Easements: An easement or easements should be provided for pedestrian access from the vicinity of the intersection of Tufts Street and Medford Street to the south bank of the Little Mystic Channel, and from the vicinity of the intersection of Monument Street and Medford Street to the south bank of the Little Mystic Channel.

PARCEL R2

A. PERMITTED USES

Parcel R2 may be subdivided by the Authority, and for each subparcel the principal use shall be residential. A subsidiary use of the parcel or subparcels as commercial, and limited to ground floors of structures fronting Main Street and Rutherford Avenue, is permitted, and may not exceed 20 per cent of the Main Street frontage, or more than 50 per cent of the Rutherford Avenue frontage, provided that commercial users along Rutherford Avenue provide adequate on-site parking.

The principal use of subparcel 2a shall be residential, except that an alternate use may be institutional, public, or commercial, where such use would support or complement the activity of adjacent commercial uses and make compatible use of parking areas.

Subparcels R2b, containing existing brick structures, should be considered for rehabilitation for residential use if feasible.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel R2 should provide a large number of dwelling units at moderate rental levels. Its housing should be oriented towards the older residential district, and primary access should occur from Main Street. In addition, the mass and height of structures should be greatest at Rutherford Avenue, and least at Main Street, in order to provide a gradual transition from the scale of the residential community to the major avenue and Community College area beyond.

The interior of the site must provide a variety of functional open spaces, including children's play areas, sitting areas, and planting areas. Buildings shall be designed to produce variety in both facade and roof planes. The individual identity of dwelling units, or small groups of units, should be expressed. Use of balconies, roof terraces, and other devices to produce a variety of private outdoor space and dwelling unit types are desired.

Any commercial use of Rutherford Avenue Frontage must provide for convenient access to the Avenue, and self-contained parking areas adequate to accommodate on-site all vehicular business.

C. BUILDING REQUIREMENTS

1. Floor Area Ratio: Shall not exceed 1.0 nor be less than 0.5.
2. Density: Shall not exceed 40 dwelling units per gross acre, nor be less than 20 units per gross acre.
3. Height: Principal buildings shall be not more than 45 feet, nor less than 20 feet, in height, except that along Rutherford Avenue, where commercial use may be permitted on ground floors of residential structures, a maximum height of 50 feet for such structures is permitted.
4. Setback: No setback is permitted along Main Street. Where commercial uses are permitted along Rutherford Avenue, structures serving this use shall be set back no less than 40 feet. Residential structures fronting on Rutherford Avenue shall be set back no less than 20 feet.
5. Parking: There shall be no less than one parking space per dwelling unit and no less than 2 square feet of parking area for every square foot of commercial space, except that for commercial use along Rutherford Avenue it shall be demonstrated that convenient parking is provided adequate to accommodate on-site all vehicular business.

6. Access: Vehicular access to the parcel from Rutherford Avenue should occur in no more than two places. Vehicular access from Main Street should occur in no less than three nor more than five places. In no event may vehicular access from Main Street connect directly with Rutherford Avenue. No more than one vehicular access is permitted from the Essex Street side of the parcel.
7. Easements: Two utilities easements shall be reserved as shown on the Disposition Parcels Map.
8. Non-Residential Uses: Any non-residential uses of parcel R2, and especially of Parcel R2a, which may be permitted, and which are in proximity to the Phipps Street Cemetary, must respect the historic character of the Cemetary. In particular, visual elements such as loading bays, parking areas, or signs, must not obscure the Cemetary, nor adversely affect it.

PARCEL R3

A. PERMITTED USES

Parcel R3 may be subdivided by the Authority, and for each subparcel the principal use shall be residential, except that the use for any subparcel may be the principal use permitted for Parcel P2. In any event, Parcel R3 or any subparcel thereunder may be used in part for public rights-of-way. In the event that such rights-of-way are required, remaining portions of Parcel R3 may provide for non-residential re-use, if residential re-use of such portions is infeasible. Such non-residential re-use, if any, shall conform to the controls provided herein for Parcel C2.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that this parcel should provide a large number of dwelling units at moderate rental levels. Its housing should be oriented away from Rutherford Avenue, and the height and mass of structures should be such as to provide a transition from the scale of the residential community to the east of the parcel, to the major avenue and industrial area beyond.

The site should provide a variety of functional open spaces, including children's play areas, sitting areas, and planting areas. Buildings shall be designed to produce variety in both facade and roof planes. The individual identity of dwelling units, or small groups of units, should be expressed. Use of balconies, roof terraces, and other devices, to produce a variety of private outdoor space and dwelling unit types are desired.

C. BUILDING REQUIREMENTS

1. Floor Area Ratio: Shall not exceed 1.0 nor be less than 0.5.
2. Density: Shall not exceed 40 dwelling units per gross acre, nor be less than 20 units per gross acre.
3. Height: Principal buildings shall be not more than 45 feet, nor less than 20 feet, in height.
4. Setback: No setback is permitted along Bunker Hill Street except for that part of the frontage within 100 feet of the railroad service track at the northwesterly property line.

Along the railroad service track a minimum setback of 40 feet is required.

5. Access: Vehicular access from Bunker Hill Street should occur in no less than two places nor more than three places. Vehicular access from Rutherford Avenue should occur in no less than two places nor more than three places.
6. Easements: There shall be at least two easements for pedestrian purposes connecting Bunker Hill Street to Rutherford Avenue.

PARCELS R4 THROUGH R54

A. PERMITTED USES

The principal use of parcels R4 through R54 shall be residential. Alternate uses may be public, institutional, or parking.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that these parcels be developed as groups of new housing to include, where appropriate, opportunities for owner occupancy. Attention should be paid to the provisions of paragraph D of Section 202 herein. The development of these parcels must tend to strengthen the stability and value of adjacent properties. A small number of these parcels may be considered for local institutional use, provided much use is compatible with adjacent residential areas.

In the event that any parcel cannot be developed for the principal use intended, nor as one of the limited number of parcels which may be made available for institutional use, then consideration shall be given to subdividing the parcel, if appropriate, or otherwise making the parcel available for use as gardens or parking for abutters, or as neighborhood parking areas, or as recreation areas.

PARCELS R55-R67

A. PERMITTED USES

Permitted use for these parcels is residential.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that these parcels be developed as clusters of new, or combined new and renovated, or renovated, residences for elderly families and persons, under the public housing programs administered by the Boston Housing Authority. The parcels are or will be predominantly vacant, and will or may include the retention of buildings suitable for renovation for elderly public housing use. New construction should be of small scale, should provide intimate spaces, and should not be of an institutional character.

C. BUILDING REQUIREMENTS

Building requirements shall be as listed in the Table of Land Use Requirements, except that maximum densities shall be computed for net parcel area exclusive of existing structures to be retained and rehabilitated, if any; and except that densities of up to 50 dwelling units per net redeveloped acre may be permitted for parcels meeting the planning and design objectives of this subsection where appropriate, considering the nature of surrounding uses.

PARCELS R68 THROUGH R83

A. PERMITTED USES

These parcels are presently built up predominantly with residential structures. Permitted re-use is residential, except that for those structures for which rehabilitation or renovation for residential use is infeasible, impractical, or inconsistent with the development of surrounding properties or the objectives of this Plan, appropriate re-uses as the Authority may deem necessary are permitted. In making this determination consideration shall be given to making parcels available: (1) for new housing construction; (2) to abutters for gardens, yards, or parking; (3) as neighborhood parking areas; (4) as recreation areas.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that if feasible these parcels be renovated and rehabilitated for residential use, providing, where practicable, guidance in techniques of property repair and rehabilitation.

PARCELS R84 and R85

A. PERMITTED USES

These parcels comprise portions of an existing public right-of-way, (Lynde Street), providing rear lot access to Washington Street properties. Upon reconstruction of Rutherford Avenue, and the development of Parcels R58 and R59, access to Lynde Street will become limited. In the event that Lynde Street cannot then be retained as a public right-of-way, these parcels may be devoted to private right-of-way purposes, or may be made available for subdivision and conveyance to abutters for residential purposes.

PARCEL C1

A. PERMITTED USES

Parcel C1 may be subdivided by the Authority, and for each subparcel the principal use shall be commercial. The parcel is intended to function as an in-town shopping center, and appropriate commercial uses are considered to be: retail sales, consumer services, offices, eating places, and entertainment. Proposals for commercial uses must be consistent with this intent, and must be compatible with neighboring commercial uses.

B. PLANNING AND DESIGN OBJECTIVES

This major site is intended to function as a compact shopping center, to include characteristically local services such as entertainment and offices, and to visually enhance the major entrance into Charlestown occurring at its southerly and easterly sides. Major pedestrian access shall be from Main Street, and development along Austin Street should be convenient to pedestrian traffic to rapid transit stations. Pedestrian bridges from such stations should permit convenient access to Austin Street frontage.

It is intended that locally-oriented commercial functions can share the site with general commercial users, and that optimum utilization of parking areas and other site amenities may occur.

C. BUILDING REQUIREMENTS

1. Floor Area Ratio: Shall not exceed 1.5 nor be less than 0.5.
2. Density: In the event that housing may be permitted from any portion of the parcel, such housing shall not exceed 40 dwelling units per acre for that part of the parcel so allocated.
3. Height: Principal buildings shall be not more than 60 feet nor less than 20 feet, in height, except that residential buildings, if any, shall be not more than 45 feet nor less than 20 feet, in height.
4. Parking: There shall be no less than 2 square feet of parking area for every square foot of commercial space, except that for commercial uses of little or no activity during peak shopping hours, and whose parking needs arise in evenings or during clearly non peak hours, such space may be excluded in computing the parking area required.
5. Access: Major vehicular access shall be from new Chapman Street.

All truck loading areas shall be off-street.

No customer parking areas may be used as truck loading areas. Truck loading areas shall be visually screened from streets and customer parking areas by buildings, planting, or appropriate fencing.

Pedestrian access to housing shall be separate from pedestrian access to commercial establishments.
6. Easements: At least one easement shall be reserved for pedestrian use connecting Main Street with the rapid transit pedestrian bridge at Rutherford Avenue. Such easements may be reserved either at ground level or at substantially the same level as the pedestrian bridge.

PARCEL C2

A. PERMITTED USES

The principal use for Parcel C2 shall be commercial. The parcel is intended to function as a local shopping area. In the event that all or a portion of the parcel cannot be developed for the intended use, then such portions may be devoted to the uses permitted for Parcel R3.

PARCEL P1

A. PERMITTED USES

The principal use of Parcel P1 shall be public.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that this parcel be developed as a fire station replacing the Bunker Hill Street fire station. The development of the site should be coordinated with respect to right-of-way adjustments and traffic patterns in its vicinity in order that access be optimized.

C. BUILDING REQUIREMENTS

Structure and grounds must be of a scale and nature appropriate to their function and respecting neighboring developments and conditions. Attention should be paid to attractive landscaping suitable to this location at the northerly entrance to the Charlestown community.

PARCEL P2

A. PERMITTED USES

Parcel P2 may be subdivided by the authority, and for each subparcel the principal use shall be public, except that the use for any subparcel may be the principal use permitted for Parcel R3. In any event, Parcel P2 or any subparcel thereunder may be used in part for public rights-of-way.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that this parcel be developed as a public school and associated recreation area, to replace the existing Bunker Hill School.

C. BUILDING REQUIREMENTS

All structures must be of a scale appropriate to their function and respecting neighboring developments and conditions.

PARCEL P3

A. PERMITTED USES

The principal use of Parcel P3 shall be public.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P3 be developed as a public field house-community center containing recreational facilities such as a basketball court, and locker and shower rooms, to complement the recreational facilities developed under Parcel P8. Function rooms for community purposes as well as office spaces should be provided as appropriate. Use of these facilities should be available for public and private community recreational use.

C. BUILDING REQUIREMENTS

All facilities must be of a scale appropriate to their function and respecting neighboring developments.

PARCELS P4 and P4a

A. PERMITTED USES

Parcels P4 and P4a shall be public.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that these parcels be developed as a public school and associated recreation and servicing area, to replace the existing Kent School.

C. BUILDING REQUIREMENTS

All structures must be of a scale appropriate to their function and respecting neighboring developments and conditions.

PARCEL P5

A. PERMITTED USES

Parcel P5 may be subdivided by the Authority, and for each subparcel the principal use shall be public. An alternate use may be residential.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P5 be available for structural and landscaping additions to the Charlestown Branch, Boston Public Library. In the event all or any portion of the parcel is not required by the Library for these purposes, then such portions may be made available to residential abutters for garden or yard purposes.

C. BUILDING REQUIREMENTS

Any structure must be of a scale appropriate to its nature and respecting neighboring conditions.

PARCEL P6

A. PERMITTED USES

The principal use for Parcel P6 shall be public.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that this parcel be developed as a public school and associated recreation area, to replace the existing Harvard School.

C. BUILDING REQUIREMENTS

All structures must be of a scale appropriate to their function and respecting neighboring developments and conditions.

PARCEL P7

A. PERMITTED USES

Parcel P7 may be subdivided by the Authority, and for each subparcel the principal use shall be public. In the event that any portion of the parcel is infeasible for the principal use intended, then such portions may be devoted to the uses permitted for Parcel C7.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that this parcel be developed as a fire station. The development of the site should be coordinated with respect to right-of-way adjustments and traffic patterns in its vicinity in order that access be optimized.

C. BUILDING REQUIREMENTS

Structure and grounds must be of a scale and nature appropriate to their function and respecting neighboring developments. Attention should be paid to attractive landscaping suitable to the location and to neighboring historical monuments and facilities.

PARCEL P8

A. PERMITTED USES

The principal use of Parcel P8 shall be public. Subsidiary commercial use is permitted. An alternate use is residential.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P8 be developed as a large-scale public recreation area to accommodate a standard football field, with stadium seating and expansion opportunity, in conjunction with the development of enclosed recreation and community areas on adjoining parcel P3. On that portion of the parcel fronting on the northerly bank of the Little Mystic Channel, commercial development, such as marinas or marine or boating facilities, may be permitted, except that commercial development may not exceed twenty per cent of total parcel area.

In the event that any portion of Parcel P8 cannot be so developed, then it is intended that it be developed for residential use, or for a combination of residential and public recreational uses. Commercial marine uses may be permitted at the north bank of the Little Mystic Channel provided they are compatible with residential or recreational uses. Any development of Parcel P8 should be compatible with the residential development of Parcel R1.

C. BUILDING REQUIREMENTS

All public, recreational, and commercial structures must be of a scale and nature appropriate to their function and respecting neighboring developments. Any residential development shall be of comparable scale to that permitted for Parcel R1.

PARCEL P9

A. PERMITTED USES

Parcel P9 may be subdivided by the Authority, and for each subparcel the principal use shall be public. An alternate use may be residential.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P9 be devoted to public recreational use. Those portions of the parcel fronting on the Little Mystic Channel are to be made available to the public by access through Parcel P8 and the Barry Playground, and by the public easements required by the controls on Parcel R1. In the event that the developer(s) of Parcel R1 can and will develop or maintain all or portions of Parcel P9 for the public recreational use intended, then such portions may be made available for this purpose.

PARCEL P10

A. PERMITTED USES

Parcel P10 may be subdivided by the Authority, and for each subparcel the principal use shall be public. In the event that a portion of the parcel may be required for public rights-of-way, remaining portions of the parcel may provide for private reuse if public use of such portions is infeasible. Such private reuses, if any, shall conform to the controls herein for Parcel R37.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P10 be developed as a public recreation area.

PARCEL P11

A. PERMITTED USES

The principal use of Parcel P11 shall be public. In the event that the developer of Parcel R62, R63, or R2a can and will meet the objectives for this parcel, then Parcel P11 may be developed in conjunction with Parcel R62, R63, or R2a.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P11 be developed as a public parking and passive recreation area, appropriately landscaped so as to respect the adjacent Phipps Street Cemetery.

PARCEL P12

A. PERMITTED USES

Public or Institutional.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P12 be developed as a children's playfield.

PARCEL P13

A. PERMITTED USES

Public

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P13 be developed as a landscaped or parking area for the use of the Clarence R. Edwards School.

PARCEL P14

A. PERMITTED USES

Public

B. PLANNING AND DESIGN OBJECTIVES

It is intended that Parcel P14 be developed as a children's playfield for the use of the Clarence R. Edwards School and the neighborhood.

PARCEL P15, P15b, and P15c

A. PERMITTED USES

These parcels shall be developed for use by the Massachusetts Bay Community College (hereinafter called the "College").

B. PLANNING AND DESIGN OBJECTIVES

1. General Objectives

The Massachusetts Board of Regional Community Colleges plans to establish and to maintain on the site a regional community college entitled the Massachusetts Bay Community College. The community college system offers a low-cost education to young men and women and to adults, including both academic and vocational courses, and holds classes during the daytime and evening. The proposed College will be the first institution of higher learning to be located in the Charlestown community.

The objectives of the land use controls are to insure a stimulating and harmonious visual contact between the College and the Charlestown community and to protect the vehicular and pedestrian access to the College on account of the critical position of Rutherford Avenue in the traffic plan for Charlestown.

The College must be planned to encourage maximum attendance at and use of its facilities. It must be readily accessible to pedestrians and MBTA users.

Particular emphasis should be given to access from the new rapid transit station since rapid transit is the most desirable and efficient means to service a great number of potential student population. This access should be integrated with other elements of the College campus.

A high quality of architectural design should also be emphasized throughout the work in order to give visible proof of public concern for higher education opportunities.

The offering of evening classes should be taken into account in the planning and design of the College.

It is expected that the development of this parcel will reinforce and complement the other new developments proposed for Charlestown and provide an added stimulus for the renewal of the fine residential character of Charlestown.

2. Relationship to Surrounding Area

Factors affecting the design of the College are: on the West, the elevated Inner Belt Highway and the new MBTA mass transit line; on the South, the access and exit ramps of this highway and the new MBTA station; on the East, the new shopping center on Parcel C1, the new housing development on Parcel R2, and the new Rutherford Avenue; and on the North existing commercial buildings.

A visual barrier shall be located along Rutherford Avenue consisting of buildings, trees, shrubbery, and other landscaping elements. Only occasional high buildings of limited Rutherford Avenue frontage should be placed on this border. Trees, shrubbery, and other landscaping should be of a bold and orderly character.

The intersection of Austin Street and Rutherford Avenue should be developed as a new gateway to Charlestown and as such it is desirable to have major crowd generators of the College, such as an auditorium, which will have use at night or weekends, or which may be open to the general public, located at this corner of the parcel.

Consideration should be given to the location of recreation fields and parking on the side of the College site adjacent to the elevated Inner Belt Highway.

3. Access

Because of the presence of highways and tracks at the borders of the site, access has been carefully defined under the Land Use and Building Requirements contained herein. The Authority will be the coordinating agency in resolving the location of the vehicular overpass and dropoff lane and shall consider the needs of the College in making its decision.

4. Parking

Parking should be provided in compact form and be well distributed with respect to the various use elements of the College design. Open lots at grade should be of limited size and designed primarily for transient use of visitors and for staff cars and service vehicles. Open lot parking along Rutherford Avenue and Prison Point Bridge is to be avoided.

Loading facilities shall be screened from public view. Where vehicular access to parking, loading, and building entrance points is necessary, such access should be provided by an internal road system. The design of such a system should minimize conflict with pedestrian walk systems.

5. Open Space

Consideration in the layout of playfields and other open spaces should be given to the potential use of College facilities by the public under such conditions as the College authorities find practicable.

Open space should be provided for specific uses. "Left over" spaces between buildings are to be discouraged. Major open space should not occur along Rutherford Avenue except that (1) a portion of the major playing fields may extend to Rutherford Avenue for limited frontage at the northern end of the site; and (2) a plaza for active public use and entry to the site may occur at the intersection of Austin Street and Rutherford Avenue.

In addition to the area provided for active playing fields, consideration should be given to a variety of other open spaces to provide for outdoor meetings, eating, conversation, or spontaneous recreational use. Landscape design elements including planting, walls, sculpture, lights, and fountains should be considered in order to provide for the enrichment of the College environment. The organization and esthetic expression of the playfields, other open spaces, plazas, and main walkways should make a functional and pleasant environment for the campus as a whole, providing both for the needs and enjoyment of the college population and also serving as an inviting visual and cultural adjunct to the Charlestown community.

C. LAND USE AND BUILDING REQUIREMENTS

1. Floor Area Ratio: None.
2. Density: None.
3. Height and Setback: No structures shall be more than 60 feet in height within 200 feet of the westerly boundary of Rutherford Avenue except that a structure or structures exceeding this height may be built if the total frontage of such structure or structures does not exceed 300 feet and the frontage of any individual structure does not exceed 100 feet.

4. Access: The principal pedestrian access into the College site will be at the intersection of Austin Street and Rutherford Avenue connecting the College with the Charlestown community and the new MBTA station. Any other limited access will be allowed only upon compliance by the College with such traffic controls and safety factors as may be prescribed by the Authority.

Vehicular access into the college site will be from Rutherford Avenue. Northbound traffic will enter and leave by means of a single overpass built over Rutherford Avenue. The vehicular overpass shall be located closer to the northern corner of the site than to the southern corner. Southbound traffic will enter and leave by no more than two openings off Rutherford Avenue. A dropoff lane may be provided to carry southbound traffic into and out of the college site.

5. Easements: Pedestrian easements for general public use may be required to the new MBTA station and to the pedestrian bridge across Rutherford Avenue connecting with the new shopping center.
6. Parking: There shall be no less than one parking space per 3.5 full-time students, faculty members, and administrative personnel. In any event, no more than 20% of the College site may be devoted to parking.

PARCEL P16

A. PERMITTED USES

Parcel P16 is comprised of Subparcels P16a, b, c and d. These subparcels may be further subdivided by the Authority, and for each subparcel the principal use shall be public or residential.

B. PLANNING AND DESIGN OBJECTIVES

The land forming these subparcels is hilly and is subject to soil erosion. It is intended that this adverse characteristic be treated by proper drainage and protective landscaping, thereafter to be maintained in public use. Where appropriate, subparcels or portions thereof may be added to adjoining residential re-use parcels, or to abutters, to ensure continued maintenance.

PARCEL II

A. PERMITTED USES

Institutional, public, or commercial.

B. PLANNING AND DESIGN OBJECTIVES

It is intended that land which maybe left surrounding the Charlestown YMCA as a result of changes in the street and highway pattern be developed in conjunction with that important location at the southerly "Gateway" to Charlestown as a landscaped area. Parking may be permitted provided access does not interfere with adjacent major traffic systems.

PARCELS X1 - X44

A. PERMITTED USES

Parcels X1 through X44 are composed of predominantly small lots scattered throughout the project area. Most consist of old house lots, a few are built up, many are interior lots. Where feasible, emphasis is to be placed on developing these parcels for new homes. If this is impractical parcels should be made available to abutters for gardens, yards, plazas, or parking. A number of these parcels may be feasible for development as small neighborhood parking areas, and should be made available for this purpose if the above desired uses are unobtainable. Some lots may be useable as small recreation areas such as tot lots. Parcel X24, for example, might be developed as a handball court utilizing its topographical features. Parcel X2 should be developed in conjunction with Parcel R71 as a plaza area, emphasizing the restoration of the historic structure located on Parcel R71, revealing the important institutional structure to its north and opening up the vista to the new school to be developed on Parcel P-6. Other parcels have special development characteristics when considered in relation to adjoining or neighboring uses, and such uses should be taken into consideration in determining the use for the parcel in question.

B. PLANNING AND DESIGN OBJECTIVES

The use of Parcels X1-X44 must be compatible with neighboring uses. Their scale and nature must be consonant with them.

ALL OTHER AREAS

HEIGHT

The height of structures within such areas shall not be such as to adversely affect adjacent areas. Within residential districts maximum height shall be 65 feet.

SECTION 603: Properties Not to be Acquired.

A. "Mystic Wharf"

Any development of the property known as "Mystic Wharf", bounded generally to the south by Terminal Street, to the west by property now or formerly owned by Wiggins Terminals, Inc., to the north by the Mystic River and to the east by property now or formerly owned by U.S. Gypsum, Inc. and the Boston and Maine Railroad, which described property is now or was formerly owned by Schiavone Realty Corporation, and Sixty Terminal Street, Inc., and the Boston and Maine Railroad, shall be in accordance with the following:

1. Intent: It is intended that this site should be appropriately developed as a General and Waterfront Industrial area, provided that any development along or adjacent to the Little Mystic Channel be of reduced scale, and suitably landscaped, to respect the residential and recreational nature of the channel area. Those General and Waterfront Industrial uses permitted under these categories by the Boston Zoning Code are considered generally appropriate.

In the event that an integrated development of the entire site cannot be accomplished, then the site should be developed in one of the alternative manners listed below:

Alternative A: An integrated General and Waterfront Industrial development along the Mystic River, and utilizing about half to two-thirds of the site. A Restricted Industrial area along Terminal Street, utilizing about one-third to one-half of the site, and of reduced scale and suitably landscaped.

Alternative B: General, Waterfront or Restricted Industrial development along the Mystic River, and utilizing about half the site. Residential development along Terminal Street, utilizing about half the site.

The appropriate development of this site is essential to the achievement of the objectives of this Urban Renewal Plan. Improper industrial use or development, by virtue of traffic generation, scale and mass of structures, poor relation to existing and proposed housing and recreation, and other factors, could undermine the renewal of Charlestown. Because of existing site and ownership characteristics, however, it is expected that the present owners, or their successors, can develop a development proposal consistent with their needs and with the requirements of this section.

2. Requirements: Any development of more than an incidental portion of the site, and any change in use, shall be subject to review by the Authority, under procedures which may be established by the Authority. In any event, if no development proposals, or development proposals insufficient to insure appropriate development of the entire site, are made by the owner or owners thereof, within 18 months after the approval of this Plan by the Boston City Council, the Authority may acquire any or all portions of the site in order to accomplish the objectives of the Urban Renewal Plan.

B. "Grain Elevator"

In the event that the property used as a grain elevator located on Water Street and opposite to and extending between Foss Street and Hudson Street, and presently owned by the Massachusetts Port Authority, is sold, leased, transferred or otherwise conveyed to other than a successor to the Massachusetts Port Authority, or the present use is no longer considered essential to the operations of the Massachusetts Port Authority, the property will be acquired by the Boston Redevelopment Authority in order to remove a blighting influence, for reuses consistent with the objectives of this plan. Appropriate reuses of the site may be public, commercial, or parking, and will include demolition of the existing grain elevator structure.

C. Library, 43 Monument Square

In the event that the use of the Charlestown Branch of the Boston Public Library, at 43 Monument Square, is discontinued as such, then the Authority may acquire subject property to prevent reuses incompatible with the objectives of this Plan, in this important historical location, and to permit reuses consistent with it.

D. 44 High Street

In the event that the institutional use of the property located at 44 High Street is to be discontinued because of the inability of the present user to maintain it, or because of its inability to procure parking areas sufficient to accommodate demands generated by institutional uses - which are a blighting influence upon the surrounding residential area - then the Authority may acquire subject property for reuses consistent with this Plan. Such reuses would include renovation for residential use or, if infeasible, new housing.

SECTION 604: Duration of Controls.

The provisions and requirements established in the Plan shall be maintained and in effect for a period of forty (40) years from the date of the original approval of the Urban Renewal Plan by the Boston City Council, except for Sections 1101 and 1102, which shall remain in effect for a period of one hundred (100) years from said date.

SECTION 605: Interpretation.

In the event of any question regarding the meaning or construction of any or all of the standards, controls, or other provisions of this Plan, the interpretation or construction thereof by the Authority shall be final and binding.

CHAPTER VII: DEVELOPER'S OBLIGATIONS

SECTION 701: Applicability.

The provisions of this chapter shall apply upon disposition by the Boston Redevelopment Authority, to all property acquired or to be acquired by the Authority within the Project Area and shall be implemented by appropriated covenants and provisions in disposition documents.

SECTION 702: Compliance with Plan.

Redevelopment of land in the Project Area shall be made subject to the regulations and controls set forth in the Urban Renewal Plan. The purpose of such regulations and controls is to assure that the redevelopment of land within the Project Area will conform to the planning and design objectives of the Urban Renewal Plan. It is therefore the obligation of all developers to comply with these controls and to familiarize themselves with the overall Urban Renewal Plan and to prepare development proposals which are in harmony with it.

SECTION 703: Design Review.

All development proposals are subject to design review, comment and approval by the Boston Redevelopment Authority prior to land disposition and/or prior to the commencement of construction.

In addition to assuring compliance with the specific controls set forth in this Plan and as more specifically set forth in disposition documents, the Authority will establish design review procedures and evaluate the quality and appropriateness of development proposals with reference to the design objectives and requirements set forth in this Plan and in the disposition documents.

In all design review procedures reference shall be made to Map 8: the Illustrative Site Plan for the Project Area, and may be made to other site plans and design studies, which plans and studies may be made available to developers, their architects and designers, and may form a basis for evaluating elements of development submissions such as planning, and architectural character.

SECTION 704: General Obligations.

The Authority shall obligate developers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means, subject to further provisions made by the Authority for reasonable action in the event of default or noncompliance by such developers and purchasers:

(a) To devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan and in applicable disposition documents;

(b) To comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as are necessary in the opinion of the Authority to carry out the purposes and objectives of the Plan and of the relevant provisions of Chapter 121, Massachusetts General Laws:

(c) To commence, execute and complete construction and improvements in accordance with reasonable time schedules as determined and established by the Authority;

(d) To give preference in the selection of tenants for dwelling units built in the project area to families displaced therefrom because of clearance and redevelopment activity, who desire to live in such dwelling units and who will be able to pay rents or prices equal to rents or prices charged other families for similar or comparable dwelling units built as a part of the same development.

SECTION 705: Disposition by Developer

The developer shall not dispose of all or part of his interest within the Project Area without the consent of the Boston Redevelopment Authority until the full completion by the developer of all improvements required by and in conformity with the terms and conditions of both the Urban Renewal Plan and the Redevelopment Proposal submitted to and approved by the Boston Redevelopment Authority on the basis of this Urban Renewal Plan; provided, however, that all or any part of such interest may be disposed of prior to full completion of such improvements upon written consent of the Boston Redevelopment Authority, which consent shall not be granted except under conditions that will prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121 and, where applicable, Chapter 121A, of the Massachusetts General Laws, and amendments thereto.

CHAPTER VIII: REHABILITATION

SECTION 801: Identification

Property not designated for acquisition as shown on Map 2: Treatment Areas, shall be made to conform with the rehabilitation standards set forth in Section 808.

SECTION 802: Applicability.

All properties and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on Map 2: Treatment Areas, are to be maintained at or brought to a level which achieves a decent standard of safe and sanitary housing, and where the use thereof is not residential, are to be maintained at or brought to a level of soundness consistent with the objectives of this plan, and in conformance with the rehabilitation standards thereof. In all cases, properties shall meet the standards specified in Section 808.

Any property or building which is not maintained at or brought to conformity with such standards may be acquired by the Boston Redevelopment Authority as provided in Chapter IV.

SECTION 803: General Objectives.

The basic objectives of rehabilitation activity shall be to secure and maintain all structures and their environment so as:

- (1) to prevent the spread of blight and substandard conditions;
- (2) to restore deteriorating areas to sound conditions;
- (3) to improve the quality of individual properties; and
- (4) to create decent, safe, and sanitary structures providing the greatest degree of amenity, convenience, usefulness and livability for the occupants and users thereof.

SECTION 804: Planning and Design Objectives.

(a) Land uses shall be complementary and shall not adversely affect each other.

(b) Nonresidential traffic generators shall not create traffic congestion or other adverse effects.

(c) Nonconforming uses must not produce crowding, noise, odors, air pollution, glare, heat, vibration, dirt, and the like and must not be detrimental to the health, safety and general welfare of the community.

(d) The physical character of buildings shall be aesthetically pleasing and architecturally consistent with the surrounding neighborhood in order to eliminate deteriorating or blighting influences and to encourage neighborhood stability, maintenance of property, and a high calibre of land use. All open areas shall be attractively landscaped in order to enhance the character of the neighborhood.

(e) Buildings must be structurally sound.

- (f) Adequate off-street parking shall be provided.

SECTION 805: Health Objectives.

Sanitary objectives must be attained in order to eliminate conditions which cause disease or which are otherwise detrimental to the public health and safety and the general welfare of the community. To achieve this all facilities necessary for adequate heat, light, plumbing, and general sanitation must be properly installed and maintained in good working condition. Structural and environmental conditions necessary for the provision of adequate space for occupants and for healthy living conditions and use must be maintained.

SECTION 806: Safety Objectives.

Safety objectives must be achieved to prevent unsafe conditions which can cause injury to persons or damage to adjacent buildings. To achieve this potential fire hazards must be eliminated, unsafe conditions in yards and open spaces must be eliminated, and the exterior and interior of structures and buildings and all facilities must provide maximum safety. Satisfactory means of egress must be provided.

SECTION 807: Additional Objectives for Nonresidential Rehabilitation.

The following additional objectives for nonresidential rehabilitation shall apply:

- (a) Commercial, industrial, and other nonresidential traffic generators shall provide adequate off-street parking and loading facilities;
- (b) Users shall provide for the control of noxious byproducts of their operations;
- (c) The physical character of buildings to remain shall be architecturally consistent with buildings in the immediate vicinity in order to eliminate deteriorating or blighting influences and to achieve an aesthetically pleasing environment thereby encouraging neighborhood stability, maintenance of property, and maintenance of proper land uses;
- (d) All open areas shall be attractively landscaped in order to enhance the character of the neighborhood;
- (e) Buildings shall be structurally sound;
- (f) Signs shall be integrated with the over-all structural appearance and must not adversely affect the general character or appearance of the area;
- (g) Nonresidential uses allowed to remain must place and maintain an appropriate landscaped or architectural screen between the commercial, industrial or other uses, and any adjoining residential uses.

SECTION 808: Rehabilitation Standards

All structures and buildings within the Project Area which are not designated for acquisition by the Boston Redevelopment Authority as shown on the Treatment Areas Map, shall be maintained at or made to conform to: (1) The State Sanitary Code; (2) The "Building Code of the City of Boston", and revisions and amendments thereto; and (3) The City of Boston Zoning Regulations. Provided that deviations from such laws, ordinances, codes and regulations may be granted and approved as provided under Chapter 121 and Chapter 121A, Massachusetts General Laws, and amendments thereto, and as otherwise provided under such laws, ordinances, codes and regulations where applicable.

SECTION 809: Inspection and Notice

The Boston Redevelopment Authority will inspect every property not designated for acquisition as shown on the Treatment Areas Map.

Whenever it has been found on inspection that a residential or non-residential property or structure does not meet the objectives, standards, and controls of Chapter VIII of this Plan, the Authority shall, within a reasonable period of time after the inspection, give notice of such nonconformance to the owner and to any persons other than the owner who may be responsible therefor. Such notice shall be in writing, addressed to the owner, and to other persons required to be notified, at their last known address, and shall be sent by certified or registered mail. Such notice shall state why it is being issued, shall specify the respects in which the property fails to meet the objectives, standards and controls of the Plan, and shall specify what work is required to bring the property into compliance. Such notice may also set a proposed schedule for beginning and completing each part of the work, provided that a reasonable time is allowed for the performance of any act required.

If, at the end of such period, satisfactory conformance with the standards and objectives of Chapter VIII has not been achieved, the Boston Redevelopment Authority may acquire the property pursuant to Section 402, provided, however, that the property may be acquired at any time with the consent of the owner.

SECTION 810: Technical Assistance

Technical assistance for rehabilitation will be provided by the Boston Redevelopment Authority for the purpose of developing an awareness and understanding of rehabilitation objectives, standards, requirements, and methods, and for the purpose of providing guidance in planning, design, construction, financing, and execution of individual rehabilitation activities as necessary to carry out the provisions of the Urban Renewal Plan.

CHAPTER IX: ZONE DISTRICT CHANGES

SECTION 901: Identification of Changes

Zone district changes shall be as shown by Proposed Zoning on Map 6:
Proposed Zoning, enclosed.

CHAPTER X: RELATION OF PLAN TO LOCAL OBJECTIVES

SECTION 1001: Conformity to General Plan.

The Urban Renewal Plan is in conformity with the General Plan for the City of Boston and with its Program for Community Improvements.

SECTION 1002: Relationship to Definite Local Objectives.

The Urban Renewal Plan is consistent with definite local objectives for appropriate land use, maximum opportunity for rehabilitation, improved traffic, public transportation, public utilities, the relocation of the rapid transit facility and removal of the existing elevated structure, recreational and community facilities, and other public improvements set forth in the General Plan for the City of Boston and in the Program for Community Improvement and is based on general planning and design objectives for the Project Area set forth in Chapter II.

CHAPTER XI: ANTI-DISCRIMINATION PROVISIONS

SECTION 1101: Affirmative Covenant.

Every agreement, lease, conveyance, or other instrument by which land in the Project Area is disposed of for uses which may include housing or facilities related to residential use shall include an affirmative covenant binding on the contractor, lessee, grantee, or other party to such instrument and on the successors in interest to such contractor, lessee, grantee, or other party that there shall be no discrimination upon the basis of race, color, creed, or national origin in the sale, lease, or rental or in the use or occupancy of such land or any improvements erected or to be erected thereon, and the Boston Redevelopment Authority will take all steps necessary to enforce such covenants and will not itself so discriminate.

SECTION 1102: Compliance with Anti-Discrimination Laws.

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, conveyance, leasing, management, or occupancy of real property within the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws and amendments thereto and to all other applicable federal, state, and local laws prohibiting discrimination or segregation by reason of race, creed, color, or national origin.

CHAPTER XII: AMENDMENT AND TERMINATION

SECTION 1201: Amendment

The Urban Renewal Plan may be amended by the Boston Redevelopment Authority in the manner hereinafter provided.

Any amendments to the boundaries of the Urban Renewal Area or basic elements of the Urban Renewal Plan shall be made in accordance with requirements of Chapter 121 of the General Laws that are applicable to the original approval of such Plan.

Any amendments affecting directly a parcel or parcels of land conveyed or leased by the Boston Redevelopment Authority to a redeveloper and made subject to the controls contained in the Urban Renewal Plan shall not apply to such parcel or parcels until consent thereto is obtained from such redeveloper or his successors.

If the land use controls contained in the Urban Renewal Plan relating to a particular parcel or group of parcels, but excluding those land use controls relating to the entire Urban Renewal Area or to an entire zoning district contained within such Urban Renewal Area, are amended, notice specifying the nature of the amendment and the property to be affected and including a statement that opportunity to be heard before the Authority will be afforded shall be sent fourteen (14) days prior to the meeting of the Boston Redevelopment Authority at which such amendment is to be considered, by mail, postage prepaid, to the owners and occupants of such parcel or parcels to be affected by such amendments and to the owners and occupants of all property abutting such parcel or parcels not including such property that is separated from the parcel or parcels in question by a public street. The mailing of such notice shall be deemed to be sufficient if it is mailed to the owners and occupants of the property described above as they appear on the most recent City of Boston tax list or the most recent poll list for voters in the City of Boston. Opportunity shall be given all persons entitled to notice to be heard at the meeting of the Authority referred to in such notice.

Any addition to the properties to be acquired under the Urban Renewal Plan as shown on the Treatment Areas Map shall be considered to be an amendment to a basic element of the Urban Renewal Plan, provided, however, that properties designated for conservation on the Treatment Areas Map may be acquired under Section 402 if notice is given in accordance with Section 809 for failure to meet the rehabilitation standards specified in Chapter VIII, and other properties referred to in Section 402 may be acquired for failure to meet the requirements specified in the Land Use and Building Requirements applicable to such properties as found in Chapter VI.

SECTION 1202: Termination

This Urban Renewal Plan shall be in full force and effect for a period of forty (40) years from the date of its approval by the City Council of the City of Boston.