

FENWAY

URBAN RENEWAL PLAN

BOSTON REDEVELOPMENT AUTHORITY

November 1, 1965

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## INTRODUCTION

This instrument, together with the maps attached hereto, is an urban renewal plan (hereinafter called "Plan") prepared by the Boston Redevelopment Authority (hereinafter called the "Authority") for the undertaking by the Authority of an urban renewal project in that area of the City of Boston, Massachusetts, described in Chapter I hereof, under Title I of the Federal Housing Act of 1949, as amended, and Chapter 121 of the General Laws (Ter. Ed.) of Massachusetts. Said maps, all dated November 1, 1965, are respectively numbered and entitled as follows:

Map 1, "Property Map"

Map 2, "Proposed Land Use"

Map 3, "Disposition Parcels"

Map 4, "Existing and Proposed Zoning"

## CHAPTER I: DESCRIPTION OF PROJECT

The area to which this Plan applies, hereinafter referred to as the "Project Area", is that portion of the City of Boston, Suffolk County, Massachusetts, shown within the project boundary on Map 1, "Property Map", and bounded and described as follows:

beginning at the intersection of the extended westerly sideline of Charlesgate West and southerly sideline of Newbury Street;

thence turning and running easterly along the southerly sideline of Newbury Street and Newbury Street extended to the southwesterly sideline of Massachusetts Avenue;

thence turning and running northwesterly along the southwesterly sideline of Massachusetts Avenue to the northwesterly sideline of Newbury Street;

thence turning and running northeasterly along the northwesterly sideline of Newbury Street to the northeasterly sideline of Hereford Street;

thence turning and running southeasterly along the northeasterly sideline of Hereford Street and across Boylston Street to the southeasterly sideline of Boylston Street;

thence turning and running southwesterly along the southeasterly sideline of Boylston Street to the northeasterly sideline of Dalton Street;

thence turning and running southeasterly along the northeasterly sideline of Dalton Street to the northeasterly sideline of Belvidere Street;

thence turning and running southeasterly (but more easterly than said last-mentioned direction) along the northeasterly sideline of Belvidere Street to the northwesterly sideline of Huntington Avenue;

thence turning and running northeasterly along the northwesterly sideline of Huntington Avenue to the extended northeasterly sideline of Harcourt Street;

thence turning and running southeasterly along the northeasterly sideline of Harcourt Street to the extended northwesterly sideline of St. Botolph Street;

thence turning and running southwesterly along the northwesterly sideline of St. Botolph Street to the northeasterly property line of the property identified on the Property Map as 39 St. Botolph Street;

thence turning and running northwesterly along the northeasterly and northerly property lines of said 39 St. Botolph Street to the southeasterly sideline of Public Alley 401;

thence turning and running southwesterly along the southeasterly sideline of Public Alleys 401, 402, and 403 to the northeasterly sideline of Cumberland Street;

thence turning and running southeasterly along the northeasterly sideline of Cumberland Street to the northwesterly sideline of St. Botolph Street;

thence turning and running southwesterly along the northwesterly sideline of St. Botolph Street to the southwesterly property line of the property identified on the Property Map as 145 St. Botolph Street (Charles C. Perkins School);

thence turning and running northwesterly along the southwesterly property line of said 145 St. Botolph Street (Charles C. Perkins School) to the southeasterly sideline of Public Alley 404;

thence turning and running southwesterly along the southeasterly sideline of Public Alley 404 to the northeasterly sideline of Public Alley 405;

thence turning and running southeasterly along the northeasterly sideline of Public Alley 405 extended

to the midline of the right-of-way of the main line of the New York, New Haven & Hartford Railroad (said midline being the boundary of the South End Urban Renewal Project Area, No. Mass. R-56);

thence turning and running southwesterly along the midline of the New York, New Haven & Hartford Railroad right-of-way to the southwesterly sideline of Ruggles Street;

thence turning and running northwesterly along the southwesterly sideline of Ruggles Street to the southeasterly sideline of Annunciation Road;

thence turning and running southwesterly, southeasterly, southwesterly and northwesterly along the southeasterly, northeasterly, southeasterly and southwesterly sidelines, respectively, of Annunciation Road to the southeasterly sideline of Parker Street;

thence turning southwesterly along the southeasterly sideline of Parker Street to the extended southwesterly sideline of Ward Street;

thence turning and running northwesterly along the southwesterly sideline of Ward Street to the southeasterly sideline of St. Alphonsus Street;

thence turning and running southwesterly along the southeasterly side of St. Alphonsus Street to the southwesterly sideline of McGreevey Way;

thence turning and running northwesterly along the southwesterly side of McGreevey Way and thence of Longwood Avenue to the southeasterly sideline of Huntington Avenue;

thence turning and running southwesterly along the southeasterly sideline of Huntington Avenue to the extended northwesterly sideline of Francis Street;

thence turning and running northwesterly along the northeasterly sideline of Francis Street to the southeasterly sideline of Netherlands Road;

thence turning and running southeasterly along the southeasterly sideline of Netherlands Road to the corporate limits of the City of Boston;

thence turning and running generally northeasterly along the corporate limits of the City of Boston to the southeasterly sideline of the Massachusetts Bay Transportation Authority right-of-way;

thence turning and running northeasterly along the southeasterly sideline of the Massachusetts Bay Transportation Authority right-of-way to the northeasterly sideline of Park Drive;

thence turning and running southeasterly, northeasterly and northerly along the northeasterly, northwesterly and westerly sidelines, respectively, of Park Drive to the extended northeasterly sideline of Ipswich Street;

thence turning and running northwesterly along the extended northeasterly sideline of Ipswich Street to the northwesterly sideline of Boylston Street;

thence turning and running northeasterly along the northwesterly sideline of Boylston Street to the extended westerly sideline of Charlesgate West;

thence turning and running northerly along the extended westerly sideline of Charlesgate West to the point of beginning.



## CHAPTER II: GOALS AND OBJECTIVES

### Section 201: Basic Goals

The basic goals of urban renewal action in the Project Area are:

- (1) to stimulate, facilitate and coordinate public, private and institutional actions in order to upgrade the area physically and economically;
- (2) to provide a more wholesome framework of environmental conditions to enhance the opportunities for living, working and recreation;
- (3) to provide new and improved public facilities throughout the area to improve the environment, better serve the people and promote confidence in the future of the area;
- (4) to provide the opportunities for cooperative efforts between the City and the institutions to promote the public good;
- (5) to set the framework for the institutions to consolidate their facilities in order to make more efficient use of scarce land resources;
- (6) to renew and revitalize the physical setting of the residential area in order to improve the livability of the area and to stimulate rehabilitation and development by private action;
- (7) to maintain and further Boston's position of leadership among the educational and medical centers of the world.

### Section 202: Planning and Design Objectives

Planning and design objectives are:

- (1) to channel and direct institutional growth according to reasonable institutional needs and community objectives;

- (2) to encourage the development of tax paying facilities in conjunction with institutional expansion to insure an appreciable increase of the tax base;
- (3) to encourage the institutions, in cooperation with the City, to provide adequate facilities for off-street parking;
- (4) to encourage the institutions to develop adequate student accommodations to relieve the pressures upon the existing residential areas;
- (5) to provide, preserve and improve open space in order to enhance the setting of the important cultural institutions of the area;
- (6) to maximize accessibility of the area's recreational facilities and open spaces through the provision of connected pedestrian ways;
- (7) to improve the quality, condition and maintenance of the Back Bay Fens in cooperation with private and public bodies so as to maximize the use and safety and enhance the appearance of this recreational facility;
- (8) to provide the opportunity to replace old and obsolete community facilities and to develop new facilities to meet present and future requirements;
- (9) to eliminate obsolete, incompatible, deteriorating and substandard buildings and incompatible land uses which, in part, depress the physical condition and character of the area and contribute to the growth of blight;
- (10) to create opportunities for private reinvestment and rebuilding, particularly in the form of sound and economically-constructed housing of maximum architectural quality, providing thereby the highest possible levels

of amenity, convenience, usefulness and livability for the occupants thereof;

- (11) to provide low- and moderate-rental housing for families, individuals and the elderly;
- (12) to improve the quality, condition and maintenance of existing residential properties through rehabilitation to achieve decent, safe and sanitary housing;
- (13) to improve the quality, condition and maintenance of existing non-residential properties through rehabilitation;
- (14) to provide opportunities for new, improved locally oriented shopping and other commercial facilities;
- (15) to provide a more adequate street system to improve traffic circulation by separating through traffic from local traffic and wherever possible by separating vehicular movement from pedestrian movement.

#### Section 203: Sub-Area Planning and Design Objectives

The planning and design objectives for the sub-areas, as indicated on Map 3, are as follows:

##### I. SYMPHONY AREA

The primary objectives of the Plan in this area are (1) to eliminate existing blighted conditions; (2) to realize the area's outstanding potential for new housing and commercial facilities; (3) to provide appropriate environmental improvements and amenities consistent with the many institutions in the area; and (4) to provide maximum opportunities for the revitalization of the existing sound residential areas through rehabilitation measures. All new residential and commercial development should be compatible with the existing structures and character of this area.

The rehabilitation of the existing sound residential properties should be stressed wherever possible. New residential development should provide housing of low- and moderate-rentals which would accommodate a wide range of housing demands. It is also desirable that housing for the elderly be provided.

Commercial development is encouraged in low-rise structures and on the lower floors of residential structures along the major streets of the area (Massachusetts and Huntington Avenues). The heart of the retail development should be along Massachusetts Avenue and should provide primarily locally-oriented shopping facilities designed to meet the needs of the adjacent residential community. In addition, sidewalk restaurants, theatres and similar uses, particularly as they relate to the nearby cultural facilities, should be provided. Office commercial uses are encouraged at appropriate locations.

Well-designed and landscaped open spaces should be provided along the major streets to complement the retail activities and to provide a linear park for the enjoyment of shoppers and visitors. In addition, open space should be provided where appropriate, particularly as it relates to mass transit facilities. Such open space also would serve as centers of pedestrian activity for the community.

High-rise construction is acceptable as long as existing low-rise buildings are not unduly deprived of adequate light and air. The highest

buildings should be located at the gateways to this area in the vicinity of Massachusetts Avenue and Boylston Street, Massachusetts Avenue and Huntington Avenue and along the Fenway. Particular attention also should be given to the scale and design of new structures so that they do not conflict with existing buildings of cultural or architectural importance. Upper floor setbacks, increased front yard depths and variations in building heights, orientation and type are to be encouraged to provide maximum design opportunities. New development should not form a wall between existing residential communities and the proposed commercial activity on Massachusetts and Huntington Avenues. Therefore, it is important that adequate and suitably designed pedestrian walkways and pedestrian-oriented activities be provided through the new developments to link these areas. Moreover, these developments should not form a barrier between adjacent communities but rather should stimulate visual and social interrelationships.

## II MUSEUM AREA

The major objectives of the Plan in this area are to improve circulation and to provide for the orderly expansion of the area's institutions. It is intended that redevelopment parcels be developed in conjunction with the over-all development of these institutions. Maximum use of land resources including the construction of high-rise buildings is especially encouraged. At the same time, it is also desirable that tax-producing residential and commercial facilities be provided where appropriate, and that maximum advantage be taken of the opportunities afforded by the development of air rights over the proposed Inner Belt Expressway for commercial and institutional uses.

New development along Huntington Avenue should be designed to reinforce the importance of this major street and its function as a linear organizing element in the neighborhood. The facade and character of this Avenue should be enhanced through the coordinated design of buildings, open space, plantings and street and transit improvements.

Of particular importance in this area is the Back Bay Fens, which is the major local park facility. It is highly desirable that extensive rehabilitation of this park be undertaken, including the provision of more active recreational facilities, reconstruction of pedestrian paths, landscaping, improved lighting and dredging of the stream to eliminate stagnation and to prevent flooding.

The proposed Inner Belt Expressway is also included in this area. Every effort should be made to develop a design which will provide maximum benefits to the area. The Expressway should be tunneled from Parker Street through the Back Bay Fens and beyond, in order to preserve the amenities of the present parkland. Maximum visual and pedestrian linkages across the Inner Belt are desired, particularly between the institutions bordering the proposed Expressway and the adjacent residential areas.

### III MEDICAL CENTER AREA

The primary objective in this area of outstanding medical, educational and cultural facilities is to provide a workable framework for necessary institutional growth, properly planned with respect to transportation and location, so that expansion can be directed and consolidated within the project boundaries, and adjacent areas can be insulated against haphazard development.

Because of the intown locations of these institutions and the scarcity of land resources new institutional development should make maximum use of high-rise buildings and high-density development. It is also imperative that off-street parking facilities be provided for both existing and new development in order to eliminate the use of local streets for parking.

Of prime importance in this area is the improvement of traffic circulation. To attain this, street widening where necessary, the improvement and creation of rights-of-way and the careful location of parking facilities should be undertaken to improve the accessibility to this area. In addition, an improved pedestrian circulation system should be developed through coordinated institutional planning in order to provide adequate linkages within the area and to separate pedestrian and vehicular movement.

Commercial development at key locations is desired in order to serve the area and its visitors. Ground floor retail facilities and well-designed open areas also are encouraged, particularly in connection with new institutional development. Such interrelationship of land uses which promotes the cohesion and integration necessary for the successful functioning of this area should be maintained and strengthened.

Particular attention should be given to new development along Huntington Avenue. The design of all new buildings and open areas should relate to the existing structure and development of the area and should reinforce the importance of this Avenue as a major gateway to the City.

## CHAPTER III: PROPOSED RENEWAL ACTION

### Section 301: Proposed Types of Renewal Action

Proposed types of renewal action within the Project Area are a combination of clearance and redevelopment activities, changes in land use, provision of public improvements and facilities, rights-of-way and utility changes, zone district changes and rehabilitation activities.

### Section 302: 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 of acquired property;
- (4) the clearance of buildings from land;
- (5) the installation, construction and reconstruction of improvements;
- (6) the disposition of land and other property for use in accordance with the land use requirements, building requirements and other provisions of the Plan.

### Section 303: Rehabilitation Activities

Rehabilitation activities may include but are not limited to:

- (1) the systematic enforcement of the rehabilitation standards set forth in Chapter VIII;



- (2) the provision of technical assistance to property owners and tenants 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 set forth in Chapter VI and rehabilitation standards set forth in Chapter VIII;
- (5) the acquisition, retention, management, rehabilitation and disposition or clearance of real property which is not made to conform to the rehabilitation standards set forth in Chapter VIII.

#### Section 304: Public Improvements

Public improvements will include, as necessary to carry out the provisions of the Plan, the addition, alteration, abandonment, improvement, extension, reconstruction, construction and installation of public buildings, open space, rights-of-way, streets, mass transit facilities, tree planting and landscaping and such utility systems as water, sewer, police and fire communications, traffic signals and street lighting.

The location of public buildings, open space and rights-of-way is as shown on Map 2, "Proposed Land Use".

However, new and improved rights-of-way shall be coordinated both as to location and design with new development in adjacent areas.

## CHAPTER IV: PROPERTY TO BE ACQUIRED

### Section 401: Identification

Property to be acquired by the Authority is designated on Map 1, "Property Map", as "Property to be Acquired".

### Section 402: Conditional Acquisitions

In addition to those properties specified in Section 401, the Authority may acquire those properties, or any of them, designated "Properties to be Conditionally Acquired" on Map 1, under the respective conditions set forth below.

#### CONDITION A

Those properties, or any of them, which are designated on Map 1 as "Condition A" may be acquired by the Authority when either:

- (1) the owner of the property makes a written request to the Authority that his property be acquired; or
- (2) the present use of the property terminates. The present use shall be deemed to terminate if, after the effective date of this Plan:
  - (a) the property is sold, leased or otherwise transferred to anyone other than a successor to or assignee of the present occupant of the property;
  - (b) the structure or structures on the property are demolished;
  - (c) the owner or other person in control files an application for a building permit in order to alter substantially the structure or structures on the property for the purpose of accommodating some other use;
  - (d) the property is abandoned or vacated for a period greater than three months.

CONDITION B

Those properties designated on Map 1 as "Condition B" would be air rights over the proposed Inner Belt. They may be acquired by the Authority to encourage and control their development in a manner compatible with the surrounding institutional uses and in accordance with the objectives and requirements of this Plan.

CONDITION C

Those properties designated on Map 1 as "Condition C" may be acquired by the Authority for the widening of Longwood Avenue on a time schedule coordinated with the building programs of the "Condition C" property owners so that insofar as possible such taking and widening will not necessitate the demolition of existing structures located on "Condition C" land and will not unduly restrict pedestrian access in the area.

Section 403: Properties Designated for Acquisition which  
May Not Be Acquired

Any property listed in Table A of this Section 403, notwithstanding the provisions of Section 401 and the designation of such property on Map 1 as "Property to be Acquired", will not be acquired if the following conditions are met with respect to all the properties within the Disposition Parcel, as shown on Map 3, in which such listed property is located:

- (1) within one (1) year of the date of a loan and grant contract between the Authority and the United States for federal financial assistance in the execution of this Plan, the owner or owners of all such listed properties which lie within such Disposition Parcel shall:
  - (a) submit to the Authority a written proposal satisfactory to the Authority for the comprehensive

redevelopment in accordance with this Plan of all the land within such Disposition Parcel; and

- (b) enter a contract with the Authority obligating such owner or owners (i) to acquire from the Authority so much of the land within such Disposition Parcel as is not so listed and (ii) to undertake such comprehensive redevelopment;
- (2) such owner or owners satisfactorily perform the obligations under such contract.

TABLE A

| <u>Address of Property</u>                                           | <u>Disposition<br/>Parcel Number<br/>(as shown on<br/>Map 3)</u> |
|----------------------------------------------------------------------|------------------------------------------------------------------|
| 187-195 Massachusetts Avenue                                         | 12                                                               |
| 199 Massachusetts Avenue                                             | 12                                                               |
| 201-209 Massachusetts Avenue                                         | 11, 16                                                           |
| 7-21 Westland Avenue,<br>Corner of 235-277 Massachusetts<br>Avenue   | 11                                                               |
| 242-248 Huntington Avenue                                            | 9                                                                |
| 334 Massachusetts Avenue                                             | 5                                                                |
| 332 Massachusetts Avenue                                             | 5                                                                |
| 330 Massachusetts Avenue                                             | 5                                                                |
| 328 Massachusetts Avenue                                             | 5                                                                |
| 324 & 326 Massachusetts Avenue<br>Corner of 240 Huntington<br>Avenue | 5                                                                |
| 176-186 Huntington Avenue and<br>8 Cumberland Street                 | 3                                                                |
| 168 Huntington Avenue                                                | 3                                                                |
| 166 Huntington Avenue                                                | 3                                                                |
| 164 Huntington Avenue                                                | 3                                                                |
| 162 Huntington Avenue                                                | 3                                                                |
| 160 Huntington Avenue                                                | 3                                                                |
| 158 Huntington Avenue                                                | 3                                                                |
| 156 Huntington Avenue                                                | 3                                                                |
| 154 Huntington Avenue                                                | 3                                                                |
| 152 Huntington Avenue                                                | 3                                                                |
| 260-266 West Newton Street, Cor-<br>ner of 150 Huntington Avenue     | 3                                                                |
| 450-454 Parker Street                                                | 18                                                               |
| 430, 434 Parker Street                                               | 18                                                               |
| 424 Parker Street                                                    | 18                                                               |
| 422-422A Parker Street                                               | 18                                                               |
| 420 Parker Street                                                    | 18                                                               |