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(Amendments Appended Separately)

BOSTON REDEVELOPMENT AUTHORITY

URBAN RENEWAL PLAN

SOUTH COVE URBAN RENEWAL AREA

Project No. Mass. R-92

June 8, 1965

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EXHIBITS:

- | | | |
|--------|------------------------|-----------|
| MAP 3: | Property Map | Exhibit C |
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APPLICATION FOR LOAN AND GRANT
PART I: FINAL PROJECT REPORT
PROJECT NO. MASS. R-92

South Cove Urban Renewal Area
Boston Redevelopment Authority
Boston, Massachusetts

CHAPTER I: DESCRIPTION OF PROJECT

SECTION 101: Project Boundaries are shown on Map 3, Property Map, enclosed herein as Exhibit C.

SECTION 102: Project Boundary Description

The South Cove Urban Renewal Project Area is bounded and described as follows:

Beginning at the westerly corner of the tract herein described at the intersection of the centerline of the Clarendon Street Right-of-Way and the centerline of the Stuart Street Right-of-Way;

Thence in an easterly direction along the centerline of the Stuart Street and Kneeland Street Right-of-Way for approximately 3950 feet to the intersection of the centerline of the Kneeland Street Right-of-Way, and the projection of the westerly boundary line of property of the Massachusetts Turnpike Authority;

Thence in a southerly direction along said projection and said westerly boundary line of property of the Massachusetts Turnpike Authority for approximately 1450 feet;

Thence in a westerly direction along the northerly boundary line of the Massachusetts Turnpike to a point which is the intersection of the northerly boundary line of the Massachusetts Turnpike and the easterly Right-of-Way line of Harrison Avenue;

Thence turning approximately ninety degrees and running in a southerly direction along the easterly Right-of-Way line of Harrison Avenue for approximately 250 feet to a point which is the intersection of

the easterly Right-of-Way of Harrison Avenue and the northerly Right-of-Way line of Herald Street;

Thence turning approximately ninety degrees in a westerly direction along the northerly Right-of-Way line of Herald Street, which is coincident with the northern boundary of the New York Streets Project, for approximately 420 feet to a point which is the intersection of the northerly Right-of-Way line of Herald Street and the centerline of Washington Street;

Thence turning approximately ninety degrees and running in a northerly direction along the centerline of Washington Street Right-of-Way to a point which is the intersection of the centerline of Washington Street Right-of-Way and the Right-of-Way line separating the Boston and Albany Railroad and the New York, New Haven and Hartford Railroad;

Thence turning approximately ninety degrees and running westerly along the Right-of-Way line separating the Boston and Albany Railroad and the New York, New Haven and Hartford Railroad, which is coincident with the northern boundary line of the South End Project, for approximately 2500 feet to a point which is the intersection of the Right-of-Way line separating the Boston and Albany Railroad and the New York, New Haven and Hartford Railroad and the centerline of the Clarendon Street Right-of-Way;

Thence turning approximately one hundred degrees and running in a northwesterly direction along the centerline of Clarendon Street Right-of-Way for approximately 520 feet to a point which is the intersection of the centerline of Clarendon Street Right-of-Way and the centerline of the Stuart Street Right-of-Way, and which is the point of the beginning.

CHAPTER II: OBJECTIVES

SECTION 201: Basic Objectives

The basic objective of urban renewal action in the South Cove Urban Renewal Area is to eliminate severe conditions of blight, deterioration, obsolescence, traffic congestion, and incompatible land uses in order thereby to facilitate sound development and orderly growth, and to achieve neighborhood stability. Specifically, the objectives are:

1. To promote and expedite public and private development.
2. To cause the rehabilitation and redevelopment of the South Cove as a stable neighborhood compatible in function and design with the neighboring Central Business District, the Back Bay, and the South End area.
3. To preserve and strengthen the residential character of the area in such a way as to promote and insure its future.
4. To facilitate efficient use of land in the area for housing, commercial and institutional use.
5. To strengthen and expand the real property tax base of the city.

SECTION 202: Planning Objectives

Planning objectives of the Project are as follows:

1. To improve the quality and condition of existing residential property through rehabilitation techniques so that all housing conforms with the standards set forth in Chapter VIII of this plan.
2. To remove deteriorated and deteriorating buildings which depress the physical condition and character of the area.
3. To intensify utilization of land to achieve more economically and socially productive uses.
4. To provide sites for the necessary expansion and reorganization of medical and educational facilities.

5. To assemble and make available suitable sites for private development, and to so guide the development of private and public land uses that they do not conflict unduly with the functioning of each other.
6. To meet the housing needs of minority groups and moderate income families.
7. To create decent, safe and sanitary dwellings, providing adequate levels of amenities, convenience, usefulness and livability for the occupants thereof.
8. To provide sites for appropriate community facilities.
9. To provide for improved traffic circulation, particularly with regard to abutting land uses, by separating through traffic from local service traffic, and by clarifying the street pattern.
10. To develop a system of pedestrian and vehicular ways that will allow effective access to all points in the area.
11. To improve street conditions and utilities and the landscaping of public areas.
12. To prevent future obsolescence, deterioration, and congestion.

SECTION 203: General Design Objectives

The design objectives are as follows:

1. To use and capitalize on the urban nature of the area in all development, recognizing the significance of building masses and other urban characteristics.
 - (a) Buildings to be generally multi-story and close to the street line.
 - (b) Open spaces to be generally intimate in scale, largely enclosed by buildings, and functional areas in themselves, not merely building settings or areas free of buildings.

2. To encourage diversity in construction and in land use as long as respect for neighboring development is maintained.
3. To recognize by special treatment and by the design of abutting buildings the proposed public square as a major common open space, as a unifying focus for development in the area, and as a visual link with the Common and the Public Garden.
4. To take into consideration the non-residential aspects of the Turnpike and railroad cut in the design of development adjacent to the Turnpike.
5. To provide pedestrian access across large development sites where desirable for circulation in the vicinity.
6. To restrict access to off-street parking and loading areas to local, service streets only, wherever possible.
7. To include in residential developments sufficient and safe outdoor play and sitting areas for small children and adult residents.

SECTION 204: Sub-Area Design Objectives

The design objectives of the South Cove Urban Renewal Area can be described in terms of five major sections of the Project.

1. Tyler-Hudson Street Residential Community (Parcels R-1, R-2, R-2a, R-3, R-3a, P-1)

The primary objective in this area is to preserve the present character of the area by retaining as much as possible of the existing housing and local street patterns. All new housing should be compatible with the existing structures and building layout. The non-residential characteristics of the Massachusetts Turnpike and railroad cut, as well as the Turnpike retaining wall along Hudson Street, should also be mitigated.

High-rise construction is acceptable as long as existing low-rise buildings are not overshadowed. Because of the small size of this residential community, and because it is and will be closed in by the Turnpike, it is important that all pedestrian

walkways and building layouts give a sense of connection with the residential areas to the west.

In order to preserve the specific character of this community and provide shopping convenience to its residents, stores related to the neighborhood are acceptable and even encouraged on the first floor of residential structures in some locations. For the same reasons, community facilities related to the neighborhood are acceptable in most locations.

2. New England Medical Center (Parcels P-2, P-2a, P-3, P-3a, P-4 through P-12, P-12a)

The major objective in this area is to provide designs which meet the functional purposes of the Medical Center and the adjacent Don Bosco High School and at the same time relate to the surrounding neighborhood. In keeping with this purpose, and in view of the large areas to be occupied by the Center and by Don Bosco, there should be pedestrian access through these areas connecting the various parts of the South Cove. Where appropriate, public open spaces should be part of these institutional developments to serve nearby residential areas as well as the institutions themselves.

Housing for Medical Center personnel should be compatible in design with existing row and town houses in the vicinity. Construction over public rights-of-way should enhance the general utility and appearance of the right-of-way rather than subordinate it. Design and layout of structures adjacent to or in view of public open spaces should relate to these spaces.

3. Bay Village (Parcels R-6, R-6a, R-7, R-7a, R-7b, P-14a)

The most important feature of the Urban Renewal Plan in this area is the retention of the intimate character of the neighborhood, while integrating Bay Village with other residential neighborhoods in the vicinity.

New housing will be in keeping as much as possible with existing architecture, and where possible will be oriented away from major streets.

Neighborhood stores and other local service and gathering areas

may be located on Charles Street Extension and on Church Street. If necessary, adjustments in the connections of local streets and surrounding major streets will be made. Traffic unrelated to the neighborhood should be discouraged. Where appropriate, pedestrian ways and public open spaces will be provided along Charles Street Extension to tie Bay Village to the proposed public square, the proposed new MBTA Station and the housing areas to the east.

4. Tremont-Shawmut Residential Area (Parcels R-4, R-5, P-14, P-15)

The major purpose in this area is to construct new housing that will form a suitable part of the larger housing area of the South Cove, and which will take advantage of the focal characteristics of the site. A combination of town houses and high rise structures is in order.

The housing should be constructed so that the ground floor will have the same elevation as the adjacent proposed public square. This could allow at least 2 stories of parking below the new ground grade, direct connection of the site with the public square over the intervening street, and a view from even the lower stories of the new housing which will be beyond that of the Railroad-Turnpike cut. On-site neighborhood retail and community facilities in appropriate locations are encouraged as well as possible institutional use on a limited part of the area. Pedestrian access should be provided to facilitate movement within the site and between the site and surrounding areas.

The proposed public square, which will be surrounded by most of the proposed new uses and which will be the site of the new subway station, will be the center of pedestrian activity in the Project Area. Benches, plantings and attractive paving will be provided to enhance the character of the square as a place for strolling, a place for pausing in the day's activities, and as a siting element for surrounding uses.

5. Entertainment and Commercial District (Parcels C-1, C-2, C-3 C-3a, C-3b, C-4, C-5, C-6, C-8)

The objectives in this area are to enhance its character as an entertainment district, to substantially increase the supply of off-street parking and to meet the potential market in this

part of Downtown for retail, office and other commercial space.

To this end, multi-purpose structures combining retail, parking, and general commercial uses are encouraged on Stuart Street, and theatres, night clubs, restaurants and related entertainment facilities are encouraged on the proposed public square as well as on Stuart and Tremont Streets. Sidewalk restaurants, community theatres, and similar uses which could particularly relate to the adjacent public open space and to the nearby residential areas are especially encouraged in Parcels C-1 and C-2.

CHAPTER III: PROPOSED RENEWAL ACTIONS

SECTION 301: Proposed Types of Renewal Actions.

Proposed types of renewal actions within the Project Area will consist of a combination of clearance and redevelopment activities; changes in land use; provision of public improvements and public facilities; rights-of-way and utilities 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 thereof;
4. The 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 303: 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 property owners to facilitate rehabilitation;
3. The acquisition and disposition of real property which is not made to conform to the rehabilitation standards of the plan;

4. The undertaking of rehabilitation demonstrations;
5. The acquisition and disposition for rehabilitation of real property in accordance with the land use requirements and rehabilitation standards set forth in the plan.

SECTION 304: 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, streets, new tree plantings and utilities, such as water, sewers, traffic and street lighting systems, mass transit facilities, and police and fire communication systems, in order to carry out the provisions of the Urban Renewal Plan.

The location of public buildings, open space and rights-of-way, shall be as shown on Map 4: Proposed Land Use. Streets and public utility changes shall conform to the rights-of-way shown on the Proposed Land Use Map.

CHAPTER IV: PROPERTY TO BE ACQUIRED

SECTION 401: Acquisitions

The Boston Redevelopment Authority may acquire property that is designated as "property to be acquired" on Map 3, Property Map.

SECTION 402: Conditional Acquisitions

1. Certain property designated on Map 3, Property Map, as "conditional acquisitions, Group A," may be acquired, provided that such properties shall not be acquired if the following conditions are met:
 - (a) There is presented by the property owner(s) to the Authority within a specified time period after approval of the Urban Renewal Plan by the City Council and the Mayor, a proposal acceptable to the Authority for development and/or rehabilitation of the property in accordance with the building requirements and controls of this Plan;
 - (b) Within a specified time period after acceptance by the Authority of such a proposal, an agreement satisfactory to the Authority binding the owner to undertake the development and/or rehabilitation is executed;
 - (c) The development and/or rehabilitation is completed in accordance with such agreement.

The schedule on page 12a applicable to Conditional Acquisitions, Group A, identifies the properties to which the above conditions are applicable, the number of months for the submission of a proposal, and the execution of an agreement as set forth in (a) and (b) above.

2. Certain property designated on Map 3, Property Map, as "conditional acquisitions Group B," may be acquired if either of the following conditions are met:

- (a) The owner of the property sends written notification to the Authority requesting that his property be acquired and re-used in accordance with this Plan;
- (b) The property is no longer used for its present use.

The latter condition shall be satisfied if the owner sells or leases the property to anyone other than a successor to, or assignee of, the business presently conducted on the property, clears the structures on the property, files an application for a building permit in order to substantially alter the building on the property for the purpose of accommodating some other use, or abandons or vacates the property for a period greater than three months.

The Authority shall, within a reasonable period of time after the effective date of the Urban Renewal Plan, notify the owner or owners of any such property of the applicability of the provisions of this section to such property and the procedures that will be followed by the Authority if it is found that either of the above conditions have been met. Such notice shall be in writing, shall be addressed to the owner or owners of such property as recorded by the City of Boston Assessing Department at the time of the effective date of the Plan, and shall be sent by certified or registered mail to the last and usual place of abode of such owner or owners.

The schedule applicable to Conditional Acquisitions, Group B on page 12b identifies the properties to which the above conditions are applicable.

LIST OF PROPERTIES SUBJECT TO CONDITIONAL ACQUISITION, GROUP A and SCHEDULE OF DEVELOPMENT PROPOSALS

<u>Property Designated for Acquisition</u>	<u>Block Number</u>	<u>Parcel Number</u>	<u>Reuse Parcel Number</u>	<u>Number of Months for Submission of Proposal</u>	<u>Number of Months for Execution of Agreement</u>
239-245 Tremont Street 114-116 Stuart Street	6	2,6	C-4	18	6
4 Seaver Place, Lot 109 Warrenton Street, Lots 100, 101, 102, 105, 106, Stuart Street	6	3	C-4	18	6
95-97 Warrenton Street Lot 108 Warrenton Street Lot 107 Warrenton Street	6	4 5 7	C-4 C-5 C-6	18	6
140-144 Berkeley Street 205 & 215 Columbus Avenue	15	1	C-7	18	6
357-367 Tremont Street	26	1	C-9	6	3
231-235 Harrison Avenue	49	20	R-3b	1	1

LIST OF PROPERTIES SUBJECT TO CONDITIONAL ACQUISITION, GROUP B

<u>Block</u>	<u>Parcel</u>	<u>Address</u>
18	6	37-41 Piedmont Street 60 Church
21	1	52 Church
22	1	48 Church 42 38 Winchester SW Cor 34
	2	40 Winchester 44
23	7	41-43 Church
	1	95-97 Broadway
24	1	111-115 Broadway

SECTION 403: Special Conditions

Property not designated for acquisition as shown on the Property Map may be acquired by the Boston Redevelopment Authority if such property is not made to conform to the rehabilitation standards set forth in Chapter VIII, and if the procedures prescribed in Section 808 are followed. Such an acquisition can be made only upon a finding that the property owner has failed to conform to the above rehabilitation standards and that either the property is blighted, decadent, deteriorated or deteriorating, or constitutes a non-conforming, incompatible, or detrimental land use according to the provisions of the Urban Renewal Plan.

SECTION 404: Use of Property Acquired under Special Conditions.

The Boston Redevelopment Authority may, where necessary, conduct clearance and redevelopment activities, or sell or lease for redevelopment, renewal or rehabilitation, or make any other lawful use and disposition of all or any portion of property which it has acquired under the Special Conditions set forth in Section 403. Where such property is sold or leased for redevelopment, the Authority shall establish controls relating to land use and building requirements in conformity with objectives and design principles of the Urban Renewal Plan and consistent with the requirements and controls imposed upon similar property by the provisions of the Urban Renewal Plan.

SECTION 405: 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, parking, relocation purposes, public transportation or recreational uses, all 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.

Approximately 130 families and 400 individuals in the Project Area are expected to be relocated. Information about the characteristics and housing needs of these households is primarily from family surveys conducted by the Boston Redevelopment Authority and by the Chinese Consolidated Benevolent Association of New England, Inc., under contract with the Authority, in the winter of 1964 and 1965. These surveys were analyzed on the basis of income, rent-paying ability, age, family-size, and similar factors.

SECTION 502: Availability of Relocation Housing.

A relocation schedule staged over a two year period will average approximately 65 household moves and 200 single person moves a year. Housing to meet these needs will become available in existing sales and rental opportunities; in units which may be available under the rehabilitation demonstration program; and in new housing construction provided for under the Plan.

SECTION 503: Relocation Program.

The Boston Redevelopment Authority will prepare and carry out a suitable relocation program which will include:

1. A trained relocation staff which will determine the needs of individuals, families and businesses to be relocated and which will render appropriate assistance to them;
2. Payments for moving expenses, as permitted under applicable regulations, to eligible individuals, families and businesses;
3. Special attention to the relocation problems of low income and elderly individuals or families;
4. The establishment of standards for relocation which will take into account the ability to pay, the location preferences and the space requirements of the individuals, families and businesses to be relocated;
5. Inspection of temporary or permanent relocation accommodations to assure that they are in compliance with applicable codes and ordinances.